Base Load Power Hub (BLPH)

HSSE PLAN
Onshore scope in Buss Terminal Eemshaven

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1 INTRODUCTION

1.1 Project Overview

Crosswind, a Shell and Eneco joint venture, was awarded the tender to develop the offshore Hollandse Kust Noord (HKN) wind farm, located 18.5km off the coast of Netherlands near the town of Egmond aan Zee. The consortium plans to have HKN operational in 2023 with an installed capacity of 759MW generating at least 3.3TWh per year. This is sufficient renewable power to supply more than 1 million Dutch households with green electricity.

Offshore wind farms produce intermittent electricity and balancing these dips and peaks and integrating this electricity into the national energy system requires new technologies. For this reason, the offshore wind farm will include several new technologies that could be implemented at full-scale in the future. The new technologies being explored include a floating solar park, a short-duration battery storage as well as long-term storage via green hydrogen produced by water electrolysis and subsequently consumed in a fuel cell. The combination of these individual measures, herein referred to as the Base Load Power Hub (BLPH) will ensure a continuous power supply regardless of the wind situation.

1.1.1 Project Location

The Hollandse Kust Noord (HKN) wind farm is located 18.5km off the coast of the Netherlands near the town of Egmond aan Zee.

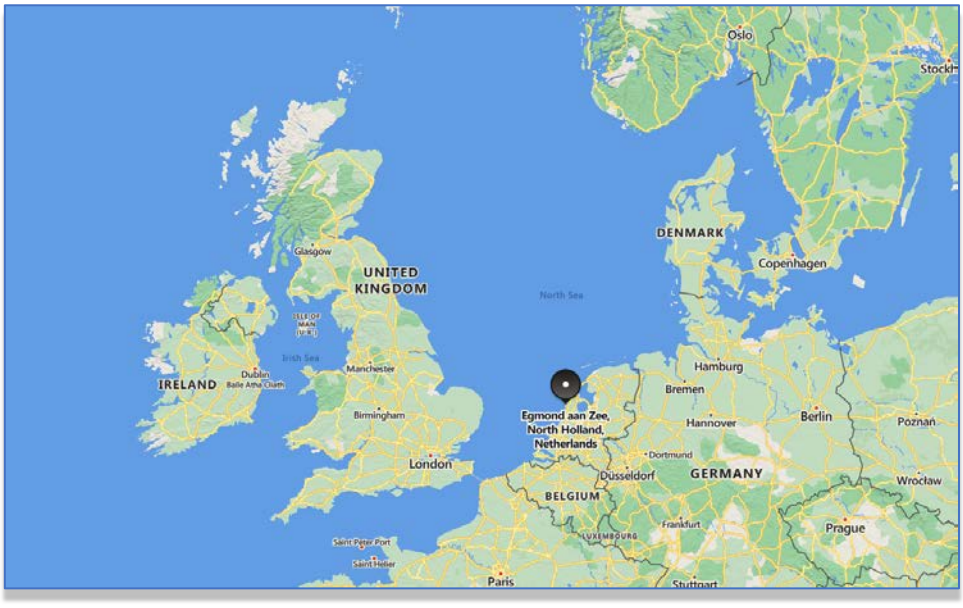


Figure 1 HOLLANDSE KUST NOORD WIND PARK Location Map

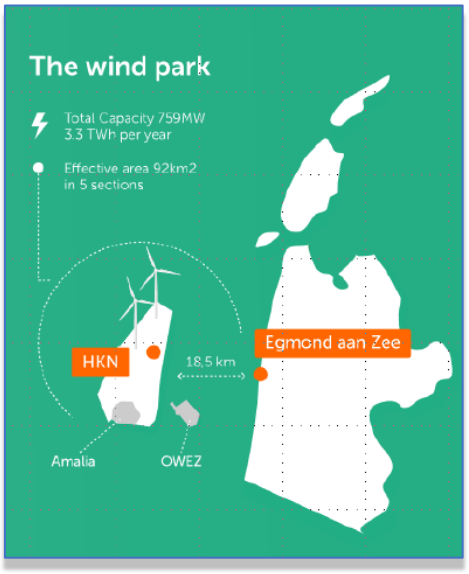


Figure 2 - Wind Park Details

The wind farm will consist of No. 69 x 11.5MW wind turbine generators each to be installed on a dedicated monopile structure. A 70th monopile located on coordinates E 590719.1, N 5841602.3 is reserved for installing the platform accommodating the BLPH. The monopile structure was designed and installed by Van Oord Offshore Wind (VooW) and therefore not part of the BLPH scope.

1.1.2 Project Concept

All components included in the BLPH will be integrated onshore on a topside and installed in an offshore location within the boundaries of the HKN wind farm. At its simplest, the BLPH will store energy during periods of high electricity generation from renewable sources (a wind turbine generator and the floating solar PV farm) and release it during periods of low generation. In practice. It is expected that the energy stored will supplement generation from renewable sources to ensure that at least 1.0MW of power is exported to the electrical grid regardless of wind/solar availability.

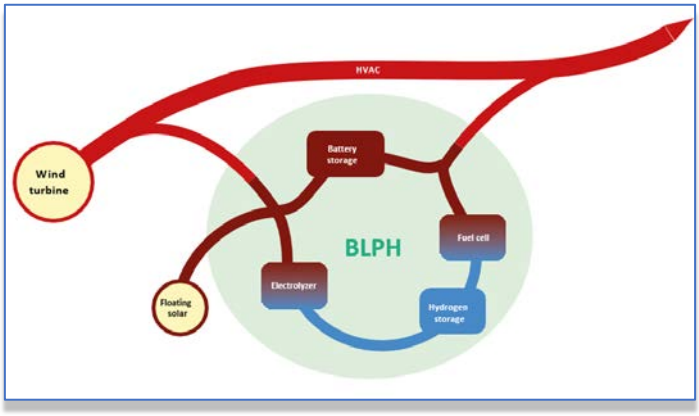


Figure 3 – BLPH Concept

Electricity in the BLPH will be stored in the form of electrons in a battery energy storage system (BESS) as well as converted into green hydrogen via water electrolysis. When the power output from the connecting wind turbine drops to below 1 MWe, the BLPH will return its stored energy to supplement the remaining

power output. This will be by discharging the BESS, while stored hydrogen will be converted back into electricity using a fuel cell to extend the discharge duration.

The purpose of the BLPH is to function as a testbed for the integration of energy storage technologies with renewable generation. It is expected that equipment installed on the BLPH will operate as Normally Unmanned Installation for at least two (2) years with no or minimal maintenance and it will have its own independent control room with the ability to communicate with Crosswind's control room.

2 DOCUMENT PURPOSE

This document defines the health, safety, and environmental protection program that Rosetti Marino SpA (hereinafter CONTACTOR) applies during BLPH Load In, onshore BLPH installation and preservation at Eemshaven.

This document is applicable to the project works carried out within BUSS Terminal Eemshaven's worksites.

The rules and programs outlined in the document aim to ensure compliance with applicable International Standard, IOGP report n.577 and the contractual and legislative HSSE standards during the various phases of the project.

If applicable requirements differ from the standard set in this document, the more stringent one shall be applied.

The document defines:

- Principal roles involved in the management of health, safety, and environmental aspects during these project activities.
- The CTR's policy on health, safety, and environmental protection.
- Risk Management.
- Education, Information and Training Program.
- HSSE Key Performance Indicator
- Emergency and management of unplanned events.

<u>General management of HSSE aspects</u>

During the planning of the work execution, the HSSE aspects of the load in, installation and preservation activities are evaluated, and a HIRA workshop is carried out to ensure that the operation take place in compliance with safety and environmental standards, reducing or eliminating the risks present during the operational phases and resolving any interference in the activities.

This workshop is conducted with the support of engineering, T&I Manager, Operations Manager, SPMT's Contractor, and the Project HSSE Manager (for all aspects related to Health, Safety and Environmental Protection).

A specific HIRA (Hazard Identification and Risk Assessment) shall be carried out prior to the stating of the operations at BTE. Following the HIRA, specific HSSE analysis (which may include HIRA updates, method statements, Job safety Analysis, etc. …) might be carried out in liaise with the subcontractors involved. HSSE analysis together and related control measures are additions to the control measures outlined in this document.

WORK SITE

Buss Terminal Eemshaven B.V.

Westlob 10

9979 XJ Eemshaven, Netherlands.



Figure 4 – BUSS TERMINAL WORK SKITE location (Eemshaven, NL)

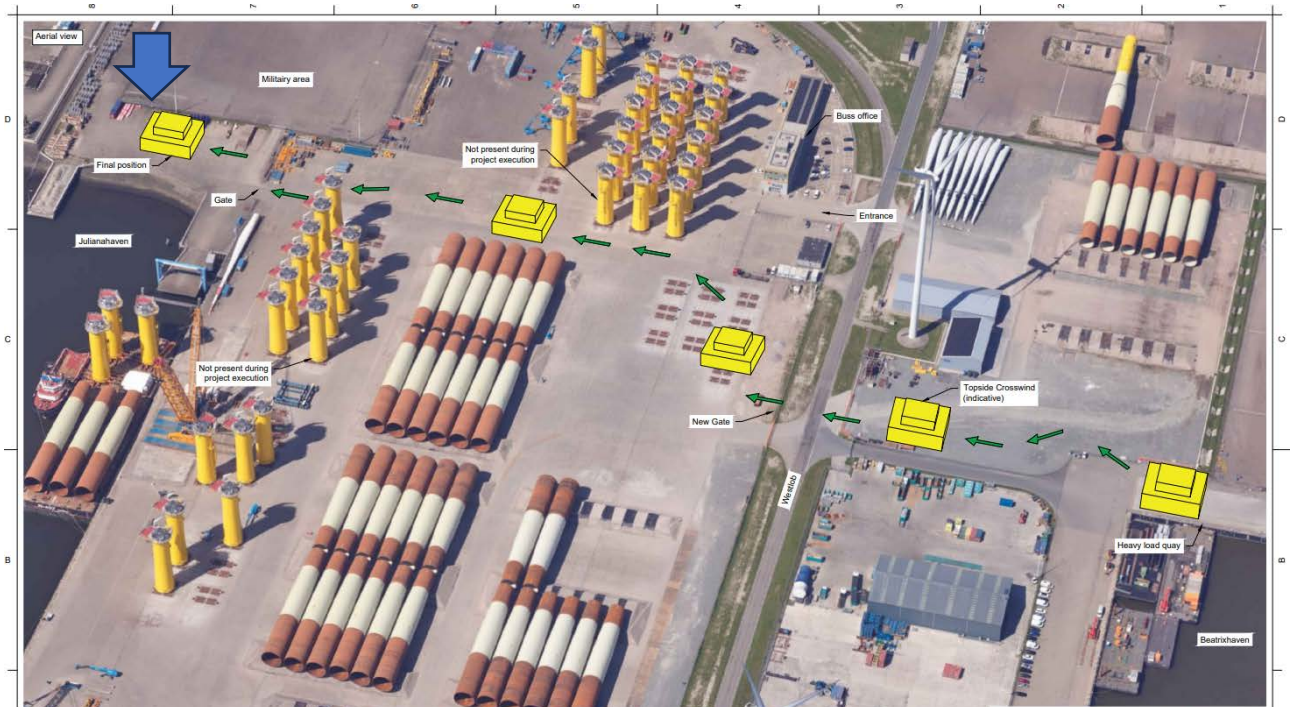


Figure 5 – Indicative TRANSPORT ROUTE – from Beatrixhaven barge location to Set-Down location

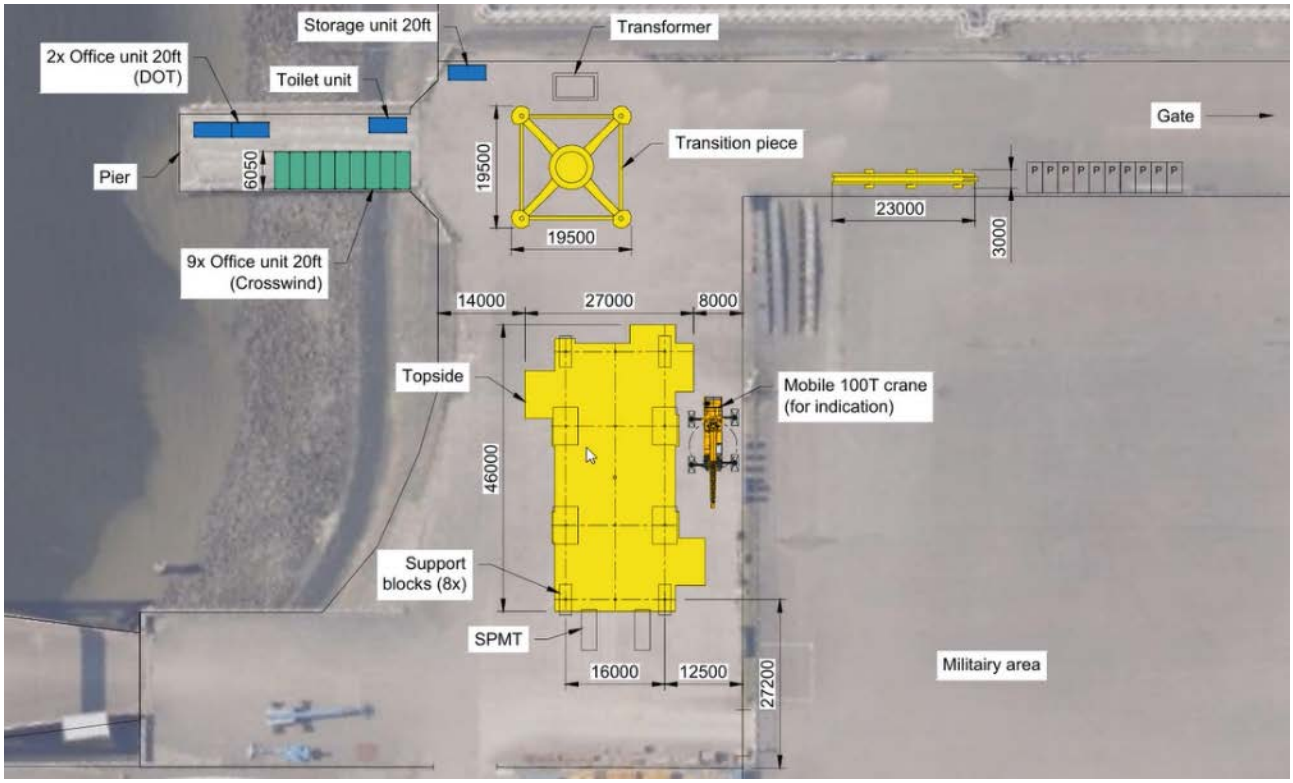


Figure 6 – Indicative final Set-Down location layout

2.1 Abbreviations & Definitions

AED	Automated External Defibrillator
ASC	Yard approved switchboard compliant with European standard EN 61439-4
BTE	BUSS Terminal Eemshaven
CM	Construction Manager
CPE	Collective protective equipment
CPY	Company
CTR	Contractor
CW	CrossWind
ERT	Emergence Response Team
HIRA	Hazard Identification and Risk Assessment
HSE	Health, Safety and Environment
IIF	Incident & Injury Free
ISO	International Standard Organization
JSA	Job Safety Analysis
LMRA	Last Minute Risk Assessment
LTIF	Lost Time Injuries Frequency
MSDS	Material Safety Data Sheet
OM	Operation Manager
PHSEM	Project HSE Manager
PMT	Project Management Team
PPE	Personal protective equipment
PTW	Permit To Work
RCD	Residual current device
ROS	Rosetti Marino
SCTR	Subcontractor
SPMT	Self-propelled modular transporter
STARRT / TBT	Safety Talk Analysis Reduction Talk / Toolbox Talk
T&I	Transport & Installation

For this document, the words and expressions listed below shall have the meaning assigned to them as follows:

Definitions	Description
ACCIDENT	An unplanned, unwanted event which leads to injury, damage or loss, at yard or externally.
Applicable Laws	LAWS relating to HSE, including by obtaining any required permits, certifications or authorisations, prior to conducting the relevant part of the WORK
Asset Damages	Accidents that cause damage to an equipment/object in use. Such an accident may require the suspension of operational activities in order to repair or replace the equipment.
COMPANY	CROSSWIND
CONTRACTOR	Rosetti Marino SpA
Control Measures	Precautionary measures which reduce or eliminate risk by taking compensatory, mitigation and corrective actions.

Definitions	Description
Emergency	An Emergency is an unforeseen event/situation that includes one or more of the following: • Has a high probability of escalating to cause immediate danger to life, health, property or environment. • Is immediately threatening to life, health, property, or environment. • Has already caused loss of life, health detriments, property damage or environmental damage
Emergency Response	Actions taken during an emergency to: • Eliminate and/or control and/or manage the harm, loss or impact of the same • Prevent further harm • Promote recovery
Emergency Response Team (ERT)	The team of individuals that responds to an emergency at the asset/location. In most foreseeable cases this shall mean the local site-based emergency response teams at the various locations.
Environmental Accidents	Accidents involving the release of substances from plants and equipment that could be harmful to the environment, including both noise and radiation.
Equipment	Means all equipment, instruments, machinery, plant (floating or otherwise), tools, materials, supplies, scaffolding, temporary works, buildings and structures (including warehouses, offices, docks, berths, moorings and camps) and all other items supplied, consumed or used by CONTRACTOR or its SUB-CONTRACTORS and vendors in the performance of the WORK.
Hazard	A source of danger with the potential to cause illness, injury or death to personnel or damage to property, facility, or environment
Hazardous Situation	Set of conditions and/or circumstances that lead to an increased exposure to hazards of people, property, or environment. In this type of incident, the unplanned and uncontrolled event is more likely to happen, but has not occurred: If it did, it would fall under the category of "near miss" or any other category for "accident" (according to the severity of consequences).
HSE standards	HSE standards that would be expected in accordance with the practises, methods, specifications generally followed by a competent and experienced contractor in the international oil and gas industry in similar circumstances, as the IOGP Report 577/Feb 2017 "Fabrication site construction safety recommended practices" attached in Exhibit E
Incident	An unplanned, uncontrolled or undesirable event or chain of events that has the potential to result or that has resulted in at least one fatality, injury, illness, environmental damages, financial loss (material loss or production shortfall) and/or affecting company's reputation.
Initial risk	The risk prior to implementation of the risk reduction measures.

Definitions	Description
Life Saving Rules (IOGP - CrossWind)	Rules focus on the activities which, through rigorous data analysis, have been shown to result in fatalities most likely. Each Rule consists of an icon and simple life-saving actions individuals can take to prevent a work-related fatality.
Near Miss	An unplanned, unwanted event that had the potential to lead to injury, damage or loss (but did not, in fact, do so).
Risk	An unwanted event characterized by its likelihood of occurrence and the extent of consequences arising from the occurrence of this event.
Risk Analysis	Is the process to comprehend the nature of risk and to determine the level of consequence and likelihood.
Security Threats	A Security Threat is a malicious act that aims to corrupt or steal data or disrupt the systems of an organization or the entire organization.
SUBCONTRACTOR	Means any company or person to whom CTR has subcontracted directly or indirectly at any level the performance of any part of service / work.
Work	All work to be carried out including supply of all material and performance of all services to be provided by CONTRACTOR in accordance with the CONTRACT.

2.2 Description of Activities

The activities of this scope include:

Phase 1

- BLPH Load In (including TP and caisson frame)

Phase 2

- BLPH Installation
- Preservation

Work shall be carried out in accordance with current in-force Legislation, the IOGP Standards Report 577, COMPANY standards and BTE Project HSE Plan.

The project tasks are detailed in the following list:

1. BLPH Load In

   - Barge Mooring
   - Mobilization SPMTs/Linkspans
   - Barge Access and Bridge Positioning for Load In
   - Caisson Frame Load In (using crane), positioning on Multiwheel and movement to Final Position
   - Removal of Welded Sea Fastening from Deck
   - TP Load In, positioning on Multiwheel and movement to Final Position
   - Barge rotation 180°
   - BLPH Load In, positioning on Multiwheel and movement on Foundations
   - Demobilization SPMTs/Linkspans

2. BLPH Installation

   - Install BLPH Access Stairs
   - Safety and Firefighting Equipment Positioning
   - Earthing and Lightning Protection Reinstallation
   - Removal of Sea Fastening Materials (Including Internal Materials)

3. Preservation

   - Inspection and Restoration of Preservation for 6-month period
   - Hook up to yard facilities
   - Switch on emergency lights and BESS

2.3 HSE Policy

ROSETTI MARINO

HEALTH, SAFETY AND ENVIRONMENTAL (HSE) POLICY

ROSETTI MARINO is an **EPC Contractor** operating in the Energy and Shipbuilding industries worldwide. With a strong global presence, the company stands out for its **commitment and flexibility, expertise, teamwork, accountability and consistence, drive, and open and honest communication.**



We are committed to protecting the health and safety of everybody who works with us, lives in the communities where we operate, or uses our products. Wherever we are, we conduct our business with respect and care for the environment, ensuring **sustainable** business growth.

We ensure this commitment by:

- Demonstrating an active HSE **leadership** that engages managers, employees and subcontractors.
- Acting on people's values and mindset for an **Incident and Injury Free** workplace, strengthening, at all levels, a generative HSE culture, and the belief that accidents and injuries are not tolerable.
- Managing HSE performances as a line responsibility with clear authorities and **accountabilities**.
- Fostering the principle that HSE is everyone's responsibility, and that we all have the authority to **intervene** when we see unsafe actions or conditions, reinforcing good behaviors and overcoming the "blame culture".
- Applying a systematic approach to **risks** and **opportunities** management, to achieve constant HSE performance improvement, which includes setting objectives and performing regular indicators monitoring, auditing and reviews.
- Designing our workplaces and products to minimize the risk for **people**, and developing work practices to further reduce the risks **ALARP** (As Low As Reasonably Practicable).
- In conjunction with the Health & Sanitary Authorities, with the support of the Company Competent Doctor and with all interested parties, implementing an adequate **safety protocol** to guarantee the healthiness of the workplaces, **preventing and fighting the spread of viruses and pandemics** (such as SARS-CoV-2), informing and training the workers on the **health and hygiene behaviors** to be adopted.
- Encouraging the use of the best available technologies to reduce the impact of our operations on the environment, particularly with regard to an **efficient** use of energy and materials, waste minimization and pollution prevention.
- Carrying out regular training and **development** activities, to enable personnel to get full understanding of their role and of the reference-operating environment.
- Providing relevant information to **subcontractors** and requiring them to provide proper resources for the sound HSE performance of their work.
- **Consulting** and involving workers, their representatives, local communities, government authorities, customers and other stakeholders.
- **Complying** with applicable standards, regulations and laws.
- Working to achieve the best practices in HSE and **continually learning** from experience.

Ravenna, 20 January 2021

Oscar Guerra
Chief Executive Officer

MOD-ORG-01-05

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Figure 7 - HSE Policy

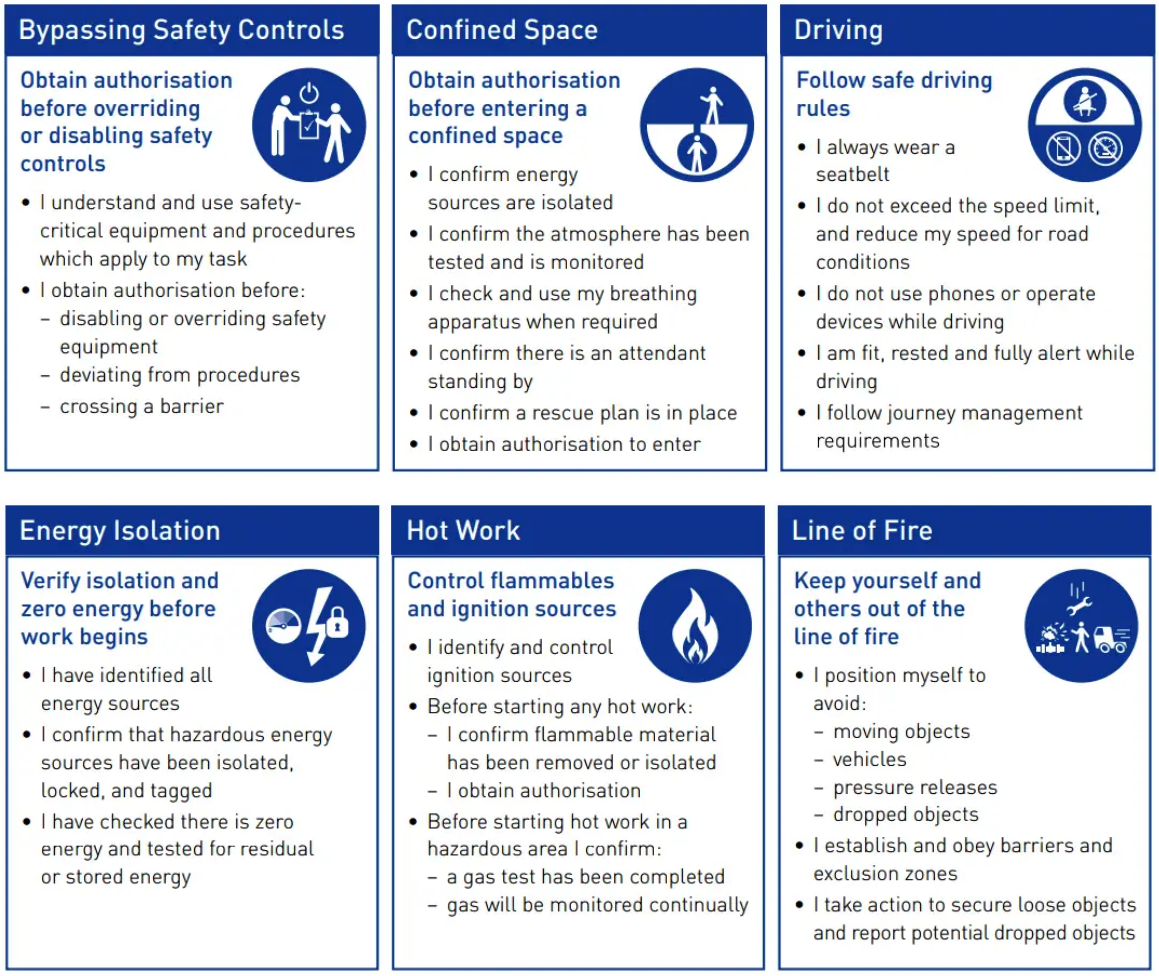
2.4 SAFE LIFE Program

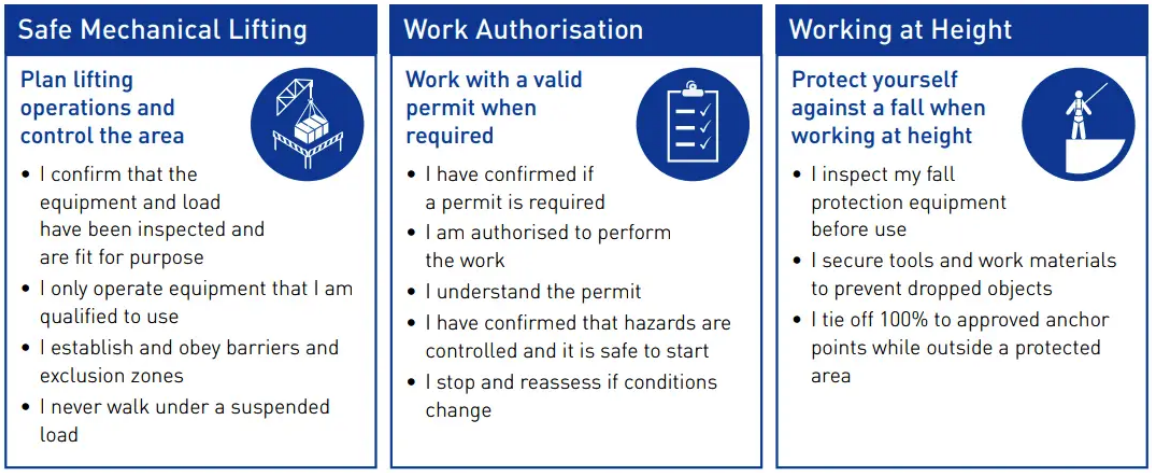
SAFE LIFE program aims to harnesses the passion of committed people and channels it to instil a robust safety culture among the project team.

SAFE LIFE implementation in CONTRACTOR organization (based on IIF® - Incident and Injury Free) has produced replicable results and projects worldwide.

2.4.1 Life Saving Rules (LSR)

The nine Life-Saving Rules are shown in Figure. These Rules focus on the activities which, through rigorous data analysis, have been shown to most likely result in fatalities. Each Rule consists of an icon and simple life-saving actions individuals can take to prevent a work-related fatality.





It is important that the Rules are understood by all individuals, their supervisors, and their leaders, and that management has created the conditions necessary to enable everyone to follow the Rules.

CTR, through Toolbox Talks and LMRA before commencing work activities, will address LSR to all project team and will ensure compliance and understanding of critical safeguards.

2.4.2 Stop Work Authority

If a competent, trained worker deems that a situation is unsafe or there is imminent danger, they have the obligation and responsibility to stop the work before an incident happens.

CTR ensures the employees the right to put a stop to unsafe work, even when they normally don't have the authority to bring the work to a halt.

Steps to stop the work are communicated during the induction meeting and the message shall be reinforced during coordination and HSE meetings and Toolbox Talks. These steps are:

- Stop the work
- Notify the supervisor or manager
- Correct the situation
- Resume the work (if safe to do so)
- Report the event to HSE Dept through the safety observation card.

2.5 Use of Alcohol, Drugs and Tobacco

Alcohol and drug abuse can reduce performance and compromise the health and safety of workers.

Consumption of drugs and alcohol, and anybody under the influence of the same, is not permitted at site. Violations will be reported to the authorities.

Within the BTE site, smoking is allowed only and exclusively in dedicated areas and clearly identified by suitable signs.

No employee may enter the workplace in a manifest state of drunkenness or alteration due to the intake of drugs.

Drug tests and alcohol tests are carried out in agreement with the Company Physician Company for certain types of work and / or work contexts.

More information are outlined in section 3.2.2.

2.6 HSE Objectives for The Project

The objectives of this HSE Plan are to minimize Health & Safety risks to personnel and damage to assets, by the implementation CTR Management Systems and full compliance with law and contractual HSSE requirements.

The principal objectives of this plan are:

- Safe and incident free completion of the Project works with no harm to personnel, no damage to environment and assets.
- To ensure full compliance with HSE current legislation, Contractual requirement and corporate CTR HSE Management System.
- Promote & enhance an HSE culture and proactive attitude.
- Set procedures and control measures aimed to eliminate or mitigate hazards/risk on site to As Low As is Reasonably Practicable (ALARP).
- Monitor incidents/accidents reporting and investigation towards avoidance.
- Monitor the periodic review and effectiveness of the HSE management systems.
- Ensure Environmental protection in compliance with the current legislation.

2.6.1 Project Key Performance Indicators

CTR adopts a ZERO Incident approach in line with target. Thus, the HSE targets for the work scope are:

	KPI	Target
lagging	Fatalities	0
	Lost Time Incident Frequency Rate	< 0.41
	Total Recordable Case Frequency Rate (*)	< 1.02
	LSR Violation	0
Leading	Toolbox Talk	1 per day
	No. of Site HSSE Inspections	2 per week
	% of HSSE Observations Closed	100%

Note: "target may be subject to review by CTR in agreement with CPY.

(*) targets for LTIFR and TRCFR been calculated considering the value over the last 24 months less than 15%.

2.6.2 Monitoring of HSE performance

HSE performance will be monitored by PMT on weekly and monthly basis

HSE Performance will contain the following criteria as minimum:

- Man-hours worked. (at CTR site for the project and during offshore works)
- Lagging indicators
    - Number of fatalities
    - Number of LTI
    - Number of Recordable Injuries (fatalities, lost work day cases, restricted work day cases, and medical treatment cases)
    - Lost days due to injuries
    - LTIFR = Number of LTIs x 1,000,000 / Man-hours worked
    - TRIFR= Number of Recordable Incidents x 1,000,000/ Man-hours worked
    - Number of First Aid Cases
    - Number of Property Damage Incidents
    - Number of Incidents
    - Number of Near Miss Reports
    - Number of Hazardous Situation
    - Number of LSR violation
    - Number of Security Breaches
    - Number of Observation Cards (negative)
- Leading indicators:
    - Number of Stop Cards reported by non HSE staff
    - Number of site inspections
    - Number of Emergency Drills
    - Number of Audits/Inspections
    - Number of HSSE Meetings
    - Number of Training Hours
    - Number of site visits (Snr. Management)
    - Number of HSSE Inductions
    - Number of HSE initiatives (i.e. safety campaigns, HSE celebrations)

- Environmental KPI:
    - Number of environmental spills
    - Emission to air (estimation H2 release during integrated test)
    - Fuel consumption (for maritime operation with vessels)
    - Waste production (for maritime operation and offshore work)
    - Complaint from environmental events
    - Breach of the environmental Permit

2.7 Roles & Responsibilities

A description of the functions and responsibilities of the key personnel involved in the operation is given here below:

- Operation Manager is responsible for the whole load in operations. Client, Certifying Authority and Marine Warranty surveyor representatives liaise only and directly with Operation Manager. He is also responsible for external parties interface / communication (harbor tugs, port authority and emergency services).
- T&I Manager is responsible for the operations of the primary ballast system and eventually for the emergency systems, in accordance with the load in procedure and the instructions of the Operation Manager. Is also responsible for providing all documentation and certification required by MWS and to ensure checklists are completed and signed off.
- Mooring Superintendent is responsible for mooring the barge onto the quay and for adjusting the barge alignment throughout the load out operation.
- Dimensional Controller is responsible for check the barge level and alignment during the operation.
- Intervention Team Superintendent is responsible for the intervention team equipped with cranes, welding machines, cutting gear etc. which will be ready to intervene throughout the operation.
- HSE Engineer is responsible for all the aspects related to safety including control of access within the restricted area and the liaison with the first aid team.
- SPMT Superintendent is responsible for all the aspects related to correct preparation and execution of transport operation by means of self-propelled modular trailer.
- CPY Representative is responsible for interface with Rosetti project team, loadout manager and Marine Surveyor.
- ABL Marine Surveyor Issue Certificate of Approval to start the loadout. (A signed copy must be handed to CPY Site Rep prior to topside liftoff). Witness loadout operation. Interface with CPY and Rosetti as required.
- Mechanical Supervisor, in collaboration with Operation Manager is the responsible cut welded sea fastening, and for the installation activities.

2.8 HSE Management System

The HSE Management system is designed to provide a comprehensive system by which the HSE risks of the organization are managed, by the application of HSE processes and in all activities.

The structure followed, in compliance with ISO 45001:2018 & ISO 14001:2015 follows the below hierarchy:

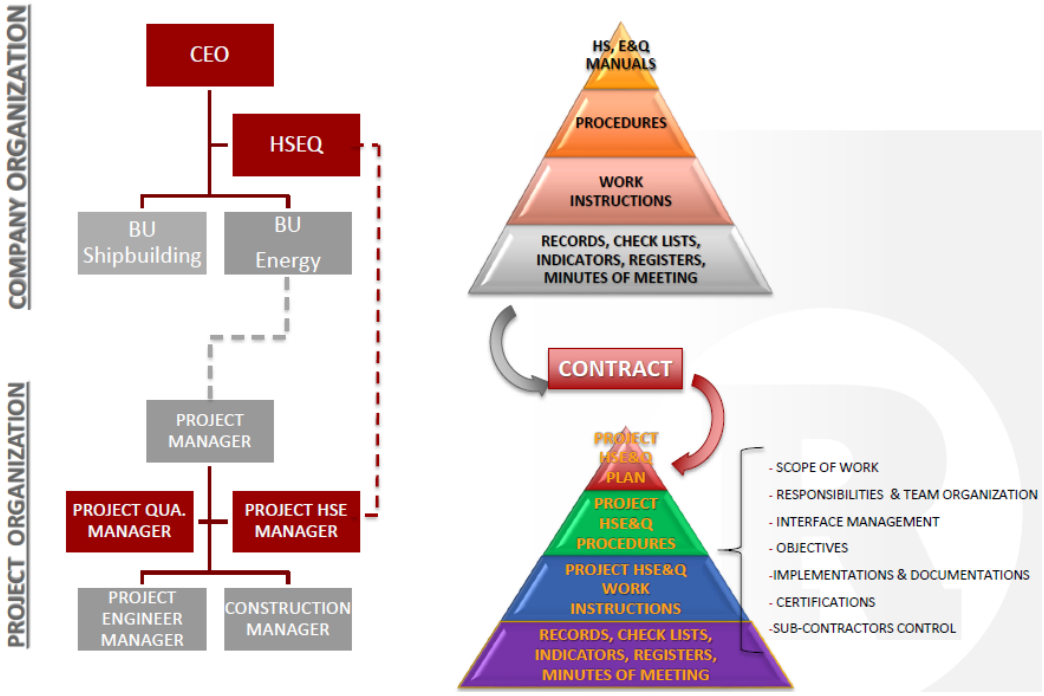


Figure 8 - HSE Management System

3 PREVENTION AND PROTECTION MEASURES

For the project activities analysed in this document, the prevention and protection measures identified in the following paragraphs shall be complied with.

In particular, the risk factors related to the type of activity to be carried out are assessed and the control measures necessary for their management are identified, providing the operators with the appropriate provisions, and ensuring that they have been correctly followed in carrying out the project.

3.1 HSE Documents

The HSE standards and rules are outlined in the following documents:

- CTR corporate HSE policy (DOC-COR-02).
- Applicable HSE corporate procedures and work instructions.
- In force legislation and international standards of good practice.
- Work Sites BTE Emergency Response Plan
- BTE Project HSE Plan
- BTE Permit To Work Procedure

3.2 Control Measures

3.2.1 Health at the Workplace

The main risks for health to be taken into consideration are:

- Noise: checks aimed at reducing acoustic pollution, identifying noisy areas, adopting suitable PPE.
- Respiratory tract disease: indoctrination of operators (e.g. welders or blast paint and insulation operators) as to potential risks, good local and general ventilation of workplaces, utilisation of suitable PPE in the case of poor ventilation.
- Manual handling: distance of load from body, posture, body position, bending and twisting, distance to cover, repetitive movements, load unexpected movements.
- Contact of skin or body with hazardous substances: material safety data sheets, chemical assessments, process phases observations, use of cleansing agents.
- Heath Stress: drink a lot of water, take a break in the shade, alternate work with rest, alternate heavy works.

3.2.2 Medical Fitness

CTR shall ensure that all Subcontractor personnel engaged in the project works are medically fit and healthy (and do not suffer from pre-existing injuries or illnesses that could be further jeopardised by the WORK). All shall possess a valid Fitness to Work (FTW) certificate.

Additional recognised medical testing for HSE Critical roles shall also be assured by Contractor.

These personnel are subject to pre-employment and periodic and random Drug and Alcohol testing programme as per table below. CTR can ask for additional test if reasonable suspicion exists regarding influence of alcohol, drugs or other narcotic substance.

Contractor is responsible for the removal, replacement and consequence management of any personnel found to breach Drug and Alcohol requirements.

The Limits established for alcohol is 0.0 g/l (blood concentration) and for drugs or other narcotic substances is the positive result of the test.

3.2.3 Medical First Aid

In order to be able to carry out the task of first aid, the ERT have the following first aid facilities into an emergency container located at the quay first and moved to set down location:

- First aid kit
- AED (automatic external defibrillator)
- Eye wash station
- Stretcher

Every Subcontractor shall have personnel trained for emergency and medical first aid who shall liaise with BTE emergency team leaders at site.

BTE ERT will be available during all working hours.

On construction site, there is moreover a dedicated team trained on the use of defibrillator.

3.2.4 Prevention and Control

Risk management starts by arranging adequate organizational and technical measures to remove risk at source or to protect workers through collective measures. Should said measures be not sufficient or should it be impossible to implement them, it is necessary to adopt personal protection equipment. It is essential to involve everyone in the selection of protection and prevention methods to be adopted.

3.3 Risks Assessment

A dedicate HIRA has been carried out before the starting of the operations with CPY involvement (Ref. 123A90-PML-QHSE-RE-00129).

3.4 HSSE Control Measures at Work Site

3.4.1 Personnel Access to Site

BTE has implemented, according to ISPS, a limited access procedure. Therefore, any person on site has to be checked and noted in an attendance list. To guarantee the safety of any project employee on site BTE has to take care that anybody is aware of the site regulations and the behave in emergency cases. For this BTE developed a Site Induction as to see in chapter 6.

Main access to site is shown on Figure 9. After the BLPH is installed on foundation (Phase 2), the access to BLPH location for project personnel will be from the closest gate, to reduce the interference with BUSS personnel and moving vehicles, as shown in picture below.

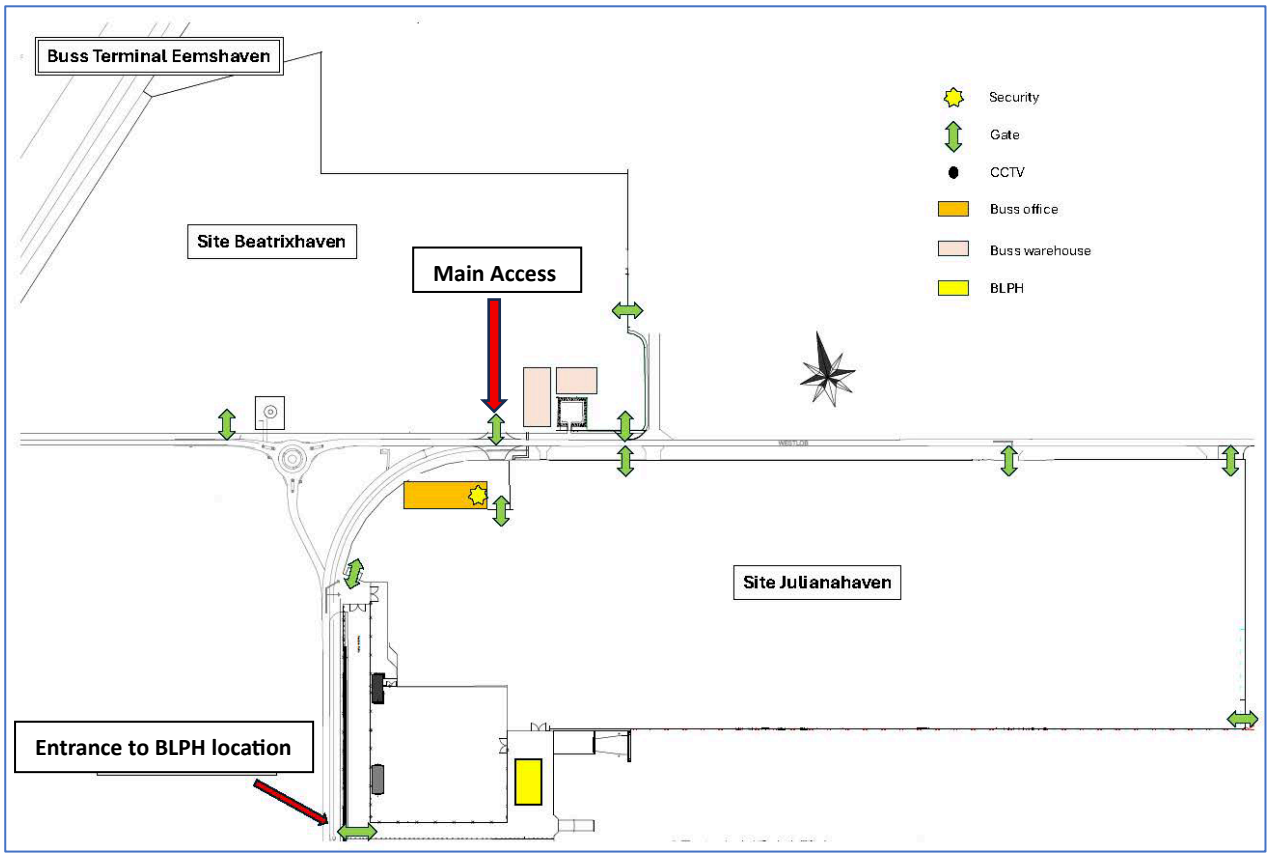


Figure 9 – Site Overview

3.4.2 Work Site

Traffic and storage areas, such as transport routes and parking lots

During the planning phase for building activity, the amount of material stored is estimated, as well as the place where it is used. Compliance with rules for the storage of materials will be set down in the relevant contracts with the customers. The parking area is generally located at the main gate. Vehicle access to the site is allowed only with permission by BTE staff.

Facilities

Considering the nature and type of the project CTR will use the facilities made available by BTE, including:

- Toilets
- Washing facilities
- Drinking water
- Changing rooms and lockers
- Office.

Construction site safety

Construction site safety includes all measures to reduce of avoid general hazards to persons and third parties deriving from construction work and, on the other hand, measures to protect the construction site its equipment, the structure under construction and the personnel from external hazards.

Working Hours

Working hours are arranged according to statutory requirements and proven occupational health knowledge in a way as to always guarantee the safety and health of the workers.

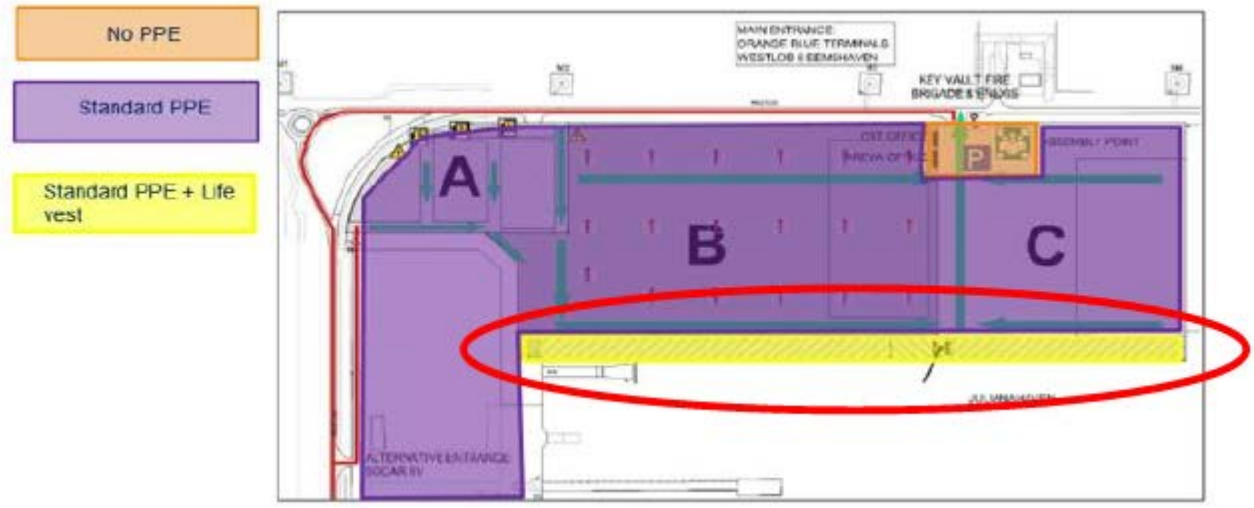
Notices, Warnings, Signs and Barricades

All personnel shall observe all notices, warning, signs and barricades erected on site, including those indicating PPE requirements for a specific area.

The marking shall be in accordance with the Netherland legislation.

Working over or adjacent to water

People working over or near water shall be provided approved life jacket when the danger of drowning exists and are not permitted to work alone at any time. The regulation at quayside on BTE Terminal is to wear PPE as shown below. The Quay PPE Zone is the concrete border.



Caused on the danger of falling in the water the Quayside Area (yellow marked area) is, additional to the standard PPE, a life jacket mandatory. Life jackets must be worn within a minimum of 2 meter from water.

3.4.3 Personal Protective Equipment (PPE)

Personal Protective Equipment is used as a last resort in the hierarchy of controls after hazard elimination, substitution, engineering and administrative controls.

PPEs are identified for all activities, based on the risk assessment.

Within worksites, except for green areas and offices, the use of PPE is mandatory. The minimum PPEs are:

- Head protection - hard hat
- Feet Protection - safety-toed shoes
- Eye Protection - safety glasses
- Hand Protection - gloves
- Body Protection - hi-visibility coverall or long sleeves jacket and trousers

The need for additional PPE is based on risk. A risk assessment is completed to identify PPE needs based on the site conditions and the scope of work. For example, working at heights will require fall protection, welding will require specific PPE for welding, lifejacket when working at quay, etc.

3.4.4 Traffic Management

If motor vehicles are in a poor state or unsuitable, or if the vehicle operator makes a mistake, this can lead to accidents involving street or construction site traffic.

Vehicles shall be checked at least once each year by an authorized person to ensure they are in a safe operating state. Regular vehicle inspections by experts, such as a APK-keurmeester (Technical Control Expert) or similar, shall be arranged in accordance with the Dutch Road Traffic Legislation (Wegenverkeerswet).

Vehicle defects shall be reported immediately to a direct superior.

Holders of class C and CE driving licenses shall be examined at 5-year intervals in accordance with the Dutch Driving License Regulations (RDW).

Before operating the vehicle, the driver shall:

- Check that the vehicle is in a safe operating condition, in particularly in relation to brakes, lighting, warning equipment and tires. Do not operate the vehicle if defects are found that threaten occupational safety.
- Check the availability of a high-vis vest or jacket, safety triangle and first aid kit.
- Wear a seat belt and require passengers to wear a seat belt.
- Secure a load on the loading area using web lashings or similar so that they cannot overturn, slip of fall off.

3.4.5 Lone Working

Lone work shall be avoided. If it cannot be avoided a specific risk assessment must be created.

3.4.6 Vehicles and Mobile Plant

Only authorised vehicles will be allowed to enter the work site. Private v will only park in the designated areas. When using vehicles and mobile plant, it has to be ensured that:

- Handheld radios or mobile phones will not be used by anyone while operating plant, equipment or a vehicle
- They will not be operated by unauthorised person
- They are in good working order and fit for purpose with all necessary certification
- Drivers give way to pedestrians
- Drivers should follow instruction given to them by security staff or Banksmen
- Drivers should not exceed 15 km/h on any construction site, subcontractor's compound, etc. For construction vehicles, hazard lights should always be on
- They are only be fuelled or serviced and maintained in designated areas.

Fuel will only be stored in designated areas. In the advent of a leak, the vehicle or plant will be stopped and the leak fixed. Any spillage will be cleaned up immediately and reported as per accident and incident reporting procedures. Keys will be removed from the vehicles when left unattended.

3.4.7 Noise Hazard

Noise is any unwanted sound that can cause impairment or damage to health. Even at relatively low sound pressure levels, noise can be perceived to be a nuisance and disturbance.

Hot works, such as grinding or flame cutting can easily reach high level of sound pressure.

Control Measures

- If work is to be done in areas in which the noise level is above 80 dB. Hearing protection must be provided.
- Hearing protection must always be worn if the noise level exceeds 85 dB, the pulse is above 130 dB or it is possible to exceed the limit values.

3.4.8 Permit to Work (PtW)

A Permit to Work (PTW) is a formal, written authorization system used to control high-risk activities that ensure hazardous tasks are performed safely and under controlled conditions.

The project will utilize the CTR Permit to Work (PTW) system (PRO-HSE-23) for the following works to be carried out in Eemshaven:

- TP and BLPH load in with SMPTs
- Cable connection to the yard facilities and energization of LV switchboard

According to PTW procedure, the following figures will be responsible for the PTW approval and issuing process:

- Person in Charge of Work: CTR or his SCTR
- Area Manager: BUSS
- HSE Officer (Permit issuer): CTR HSE
- Commissioning Manager: *Not Applicable*

A specific Job Safety Analysis (JSA) shall always be issued by the Person in Charge of the work, verified by HSE and approved by the Area Authority.

The Hot works on the barge performed within timeframe 3 days do not require hot-work permit from Port Authority.

3.4.9 Work at Heights

Works at heights: working activity exposing the worker to falling hazard from a height exceeding 1,8 m as against a stable level.

Mandatory safety provision (as per current legislation) for works at height.

1. where temporary works at heights cannot be carried out safely and in suitable ergonomic conditions, to adopt the most adequate equipment aimed at ensuring and preserving safe working conditions, in compliance with the following criteria:
   a) Priority to collective protective measures as against personal protective ones.
   b) Equipment dimensions adequate for the nature of works to be carried out, for foreseeable stresses and hazard-free circulation.
2. To adopt the most suitable system to reach heights also depending on the activity duration. The access system adopted shall enable evacuation in the case of sudden danger. The passage from an access system made of platforms, scaffolds, walkways and viceversa shall not entail risks of fall.
3. To arrange for a rung ladder to be used as workstation at heights only it the use of any other safer working equipment is not justified due to the tolerable risk and the short duration of activities or the sites existing features that cannot be modified. Three points of contact shall be granted.

4. To identify measures aimed at minimizing risks for workers by arranging, where necessary, protections system and equipment against fall as to prevent, in the case of fall, any possible lesions to workers.
5. Should a specific activity require the temporary removal of collective protection device against falls, to adopt equivalent safety measures. Once he has completed said work, collective protection devices shall be restored.
6. To carry out temporary work at heights only if weather conditions do not endanger workers health and safety.

Works to be carried out at a height exceeding 1,8m shall be assessed and as result a method of access to height shall be adopted:

- Scaffolds
- Ladders
- MEWPs
- Safety harness

Control measures

- Area where works are performed shall be clear off and cord off.
- If is not possible to cord off the area physical protection shall be set up to protect people working underneath. Interfering activities shall be assessed coordinate by OM before the starting of the activity.

  If any unplanned event should cause any interference should occur at site, no matter the cause, subcontractor shall stop the activities and Supervisor shall be informed.

  Refer to work instruction stated in corporate procedure rif. Nr. PRO-HSE-18.
- Keep two spare harness available on the highest scaffolding.

3.4.9.1 Scaffolding

Scaffold is an essential working tool to carry out, in safety, working at height.

Scaffolding can also be used to make transit routes or access to elevated work areas, providing work safety standards to workers. They shall ensure the same safety standards as any accesses / work area.

Normally, the scaffold is installed before the erection of the platforms / modules / plants; it is temporary and is subject over time in extremely heavy weather conditions which can also lead to compromising its integrity and safety. It shall also take into consideration that the scaffold may be subject to accidental damage (e.g. by smashed during handling of the materials).

For these reasons scaffolding shall be erected in conformance to standards and/or calculation, periodically verified, maintained and used so that they may always guarantee its intrinsic qualities of safety.

The OM, during the planning of activities and coordination meetings, evaluates the need of scaffolding to ensure safe working at heights, and any other details necessary to make the work safer.

Control measures

- Scaffolds will only be constructed, dismantled or altered by competent scaffold operatives
- Scaffold will only be used if an in date 'Scaff tag' is in place stating that it is fit to use. Scaff tags shall be updated at least every 7 days.
- Every scaffold will be checked by a competent person.
- The scaffold check and the fit to be use approval will be documented in writing.
- All scaffold defects must be reported to the scaffold supervisor as soon as possible. If this is not possible the scaffold must be closed.
- Specific method statement and risk assessment provided by SCTR.

3.4.9.2 Ladders

Ladders can also be used for some particular activities at height, but respecting the following Control measures:

- May not be used as work platform or walk way
- No ladder to be used for heavy work as a work platform
- Will be in good order and free from any defect
- It must be possible to always maintain three points of contact when on a ladder.

3.4.9.3 MEWPs

The Mobile Elevating Work Platforms (MEWP) may be used for different types of work of relatively limited duration. However, MEWPs cannot, generally, replace the use of scaffolding.

Control Measures

The manual provided by manufacturer shall be available at site. It contains safety instruction to be followed. General control measures (not exhaustive list) are:

- MEWP serviced as per manual and yearly third party inspection available;
- Operators to be trained as per current law;
- Do not disembark form platform (unless the disembark is authorized by manufacturer and the activity has been risked assessed);
- Do NOT lift equipment heavier than that declared by the manufacturer;
- Do NOT lift a number of people higher than that declared by the manufacturer.

3.4.9.4 Safety harness

When safe access is not possible and there is a significant risk of falling from scaffold, the use of the safety harness is compulsory.

The use of the safety harness is not an alternative measure to scaffolds and railings whenever it is possible to realize them.

Control Measures

- Safety harness shall be equipped with suspenders, thigh protectors and safety rope, and shall be securely fastened to a fix and safe point. Should stable components be missing on fixed structures,

the safety harness may be secured, after verification by qualified personnel, on stable and safety components of temporary structures. The use of longer safety ropes, such as the use of retractile fall-arrester devices, shall be previously submitted to the CM's attention and evaluated with respect to the specific operation to be carried out and relevant execution conditions.

- PPE and equipment shall be checked and inspected as law in force and contractual requirement.
- Only trained personnel can use safety harness (3rd category PPE).

3.4.10 Hot Works

Workers in charge of ox-cutting, welding and grinding operations may be subject to the following hazards:

- Explosion of compressed gas bottles (e.g., Propane).
- Electrocution.
- Damages to the eyes caused by ultraviolet rays due to electric welding.
- Damages to the eyes and body due to the projection of incandescent metal splinters during welding and during grinding operations.
- Damages due to heat to hands and body.
- Damages to the respiratory tract due to inhalation of miscellaneous oxides depending on the type of metal to be welded or cut (iron, zinc, carbon, nitrogen, lead oxides, etc.).
- Breakaway of the grinding disk.
- Noise.

Control measures

- All hot work activities shall be carried out only after safety assessment and the setup of all controls to prevent and fight a fire are in place.
- SCTR will provide personnel trained in fire awareness, firefighting, job site preparation, and roles and responsibilities of fire watch personnel.
- Ensure that an appropriate fire extinguishers are available at the locations and in working order.
- Notify other personnel working in or passing through the work area of the hazards & work in progress.
- It is possible that smouldering may occur after completion of the task. Appointed watchers shall remain at location to ensure no smouldering occurs after completion of any hot work / welding.
- If a fire extinguisher is used, the empty extinguisher will be removed and a new one obtained before starting the work.
- Specific method statement and risk assessment provided by SCTR.

Control measures are also outlined in the corporate procedures rif. Nr IDL-HSE-20 and IDL-HSE-23.

3.4.11 Electrical Works

In the project, all work on electrical devices shall be carried out in accordance with the applicable guidelines, work instructions, commissioning methods and other relevant documents.

The instructions must provide guidelines for electrical safety on the device and must ensure that electrical work is coordinated in all cases. The legal regulations also apply here.

In addition, electrical appliances and devices are also subject to regular checks that are to be observed as appropriate. The inspection intervals result from legal requirements and the relevant hazard assessments.

Work on the electrical system shall only be performed by authorized, qualified and competent personnel trained as per Dutch electrical safety regulation.

The impact of an electric shock to the body depends on the voltage and resistance. The following rules must be observed when carrying out work involving an electrical hazard:

Control measures

- All the activities shall be carried out on parts with NO voltage; therefore, before carrying out electrical or instrumental works on lines / equipment / switchboards, etc. it is necessary to make sure that all electric appurtenances have been locked-out / tagged-out (written declaration).
- It is forbidden to walk or stand on existing electrical and instrumental walkways, even if wearing a safety harness secured to safe spots.
- Before placing them, arrange walkways, spools, conduits, etc. in an orderly way so that they do not create any obstacle to circulation; the same rule shall apply to cables so as to avoid tripping hazard for personnel.
- In threading, bending and cutting operations of conduits, always keep the items well fastened.
- In works entailing the use of a (manual or mechanical) threader, of the (manual or mechanical) pipe cutter, of the drilling machine and of other tools that might entail the projection of splinters or sparks, previously verify the protection shields integrity.
- In cables lying but also in cables storing, make sure that cables are not subject to crashing and bending that might endanger their integrity. Avoid rolling coils on the ground, either with or without cables; never position them vertically on slope grounds.
- In cables stripping operations, use only specific Cable Knife designed for cable insulation stripper.
- In cables and walkways laying, keep power cables separate from low voltage ones.
- In cables sheathing operations avoid touching hot material
- In cables connection operations always verify the integrity of the sheath in connection points to switchboards, boxes, cupboards, etc.
- In instruments wiring operations adopt, when necessary, insulating footboards having such a dimension to allow correct works execution, avoiding falls, slipping and tilting.
- All cables insulation measurements shall be carried out by previously making sure that the plant has been locked-out / tagged-out and that no equipment are connected.
- Avoid removing existing protections during the execution of all works.
- In case of installation of a generator, this shall be certified CE and provided of emergency arrestor. Maintenance shall be carried out regularly, according to what reported in the Maintenance and Instruction Manual.

- Yard switchboards shall be ASC standard, according to EN 60439-4, and have a protection grade equal to IP44 or higher.
- Electrical cables shall be of H07RN-F standard. Plugs and sockets shall have a protection grade equal to IP67.
- Residual Current Devices (RCD) of ASC electric panels shall be tested according to applicable regulations every 6 months using a calibrated instrument (threshold 30mA).
- The electrical live works can be performed only by authorized persons properly trained.

Control measures are also outlined in the corporate procedures Ref. PRO-HSE-08.

3.5 Risks Related to Age, Gender, and Nationality

The problem of nationality is present in relation to the presence of foreign workers in a foreign Country, some of whom may have difficulty speaking and understanding Dutch or Italian.

To avoid possible language barriers the official language for this works is English. ROS confirms that the people involved in the operations covered under this document can all speak and understand English language.

3.6 Simultaneous Operations at Site

The simultaneous presence of several workers belonging to different subcontractors, in the same working areas is one of the main sources of hazard.

Activities and operations sequence as foreseen do not provide for space contemporaneity and overlapping different activities.

Should, during the works execution phase, overlapping activities take place (as not foreseen and/or due to works programmes modifications, etc.), the subcontractors and/or whoever is in charge of verifying, shall immediately stop works and inform the OM and/or the Mechanical Supervisor.

A co-operation is necessary to create an effective co-ordination action, before works start-up and during works execution, between CTR and Subcontractor who will take part in activities mentioned. Co-ordination is the instrument to be adopted for minimizing risks.

The necessary coordination will be managed starting from coordination meetings.

Control measures

- Simultaneous works are managed by OM in collaboration with HSE which also takes care of all the documentary aspects together with the Procurement service.
- The identification of possible interferences during work activities is carried out by OM, assisted by HSE, starting with ensuring compliance with the provision outlined in this document and by means of daily coordination meetings.

3.7 Load In Operation

Topside module will be transported to site by barge and loaded in at the quay. The task of handling the structures for their transfer onto the quay by means of SPMT is normally carried out by an external Contractor, which employs its own means and personnel to carry out the activities, in collaboration with the staff of CTR.

The work operations carried out on board the moored barge is mainly composed of:

- Prepare SPMTs as per Load In Manual,
- Cut the sea fastening of the structure once the barge is safely moored,
- Positioning the bridges (metal plates or ramps) between the barge and the quay,
- Positioning the SPMTs under the structure according with Load In Manual,
- Move the structure from the barge to the quay and then onto the foundation as per Load In Manual.

Cranes can also be used to load in the structures from the barge. In this case, crane will be used for loading the caisson frame on the quay.

All the steps of these activities, roles and responsibilities will be defined in Load In Manual (Ref. 123A90-DDL-TI-RE-99054).

Control measures

The manoeuvring of the barge, which involves the filling and/or emptying of the ballast tanks, is carried out by a SCTR operator using their own external pumps.

All operators assigned to work on the quay and on the barge, for the activities described below, shall:

- Have received adequate instruction and training regarding the risks associated with the activities required of them, the environment in which they will be working and the equipment they will be using.
- Make use of the PPE provided, above all that which is required for the specific tasks to be carried out. It shall be noted that the working environment (whether on the quay or on the barge) poses the nearly constant risk of workers falling into the water. For this reason, each operator is required to wear a lifejacket.

CTR developed a Load In Manual that describes the various stages of the activity, taking into consideration both the risks and the technical and organizational measures necessary to reduce the risks.

The HIRA related to load in works will be reviewed with the involved performing authorities before the activities.

The workers assigned to the "loading" shall be adequately informed of the required measures to be implemented. This information shall be conveyed via a special toolbox or briefing.

The operation is controlled by a PtW issued by ROS.

3.8 Waste Management

The Dutch Environmental Act (Milieuwet) defines waste as movable material that BTE discharges, intends to discharge or needs to discharge. All parties shall differentiate between waste to be reused and waste to be disposed of as follows:

- Construction rubble & waste wood
- Paper cardboard
- General waste
- Plastic waste
- Waste metal
- Hazardous waste.

BTE construction sites are generally required to segregate building waste to facilitate a high level of recycling.

CTR adopts the waste management strategy according with BUSS HSE Plan. Waste skips will be placed at quay area to collect metal scraps and at foundation area to collect wood resulted from the removal of the sea fastening. CTR objective will maximize the recycling of wastes in line with best practices and facilities available in the country.

3.9 Movement of Vehicles and Material at Site

Traffic Management is governed by site procedure described in BTE Hse Plan. See paragraph 3.4.6.

3.10 Other General Information

- Before starting works, all trace ways, sewer systems, etc. present within working areas shall be adequately covered, cordoned off and signalled, thus avoiding that any liquids may accidentally spill inside as well as any sparks and incandescent scraps.
  It is very important to know the paths of the sewer lines; all polluted water resulting from washing, shall not discharged into the sewer system. Whenever there is a significant risk of spillage of chemicals, and consequent accidental discharge into the sewer, the drain shall be close.
- Protective shields used during welding operations shall be fire-proof. The use of nylon is always forbidden.
- In case of transportation and movement of heavy loads (for example roll up operations, load out ones), the load bearing capacity of areas interested by passage and activities of lifting means or particularly heavy means shall be verified and, if necessary, said areas shall be consolidated.
- Works might be carried out nearby other companies; therefore, the provisions of paragraph: "Presence of several operators during works and relevant simultaneous activities in the same workplace" shall be strictly complied with.
- It is strictly forbidden to overload existing walking surfaces / platforms / etc., by exceeding the capacity allowed (always taking into account the weight of materials and of operators).

Existing overall provisions as to HSE matters at the workplace include the following prohibitions:

- Work on or visit the Project without having taken part in the safety induction meeting.
- Undertake actions without having taken part in the TBT.
- Enter limited access areas without being previously authorized.
- Utilise substances, tools or equipment not authorized.
- Lone working.
- Work without wearing Personal Protective Devices (PPE).
- Smoke into areas with the "No Smoking" sign.
- Use mobile phones and radio transmitters within areas considered flammable or with explosion hazard.
- Prevent access to safety devices (fire extinguishers, lances, medical first aid boxes, ladders, doors, etc.).

- Throw materials into the sea.
- Leave energized equipment when unattended /not in use.
- Operate on specific equipment (valves, flanges, emergency switches, electric cabins, etc.) without any written authorization.
- Operate on live plants or plants under pressure without the work permit.

What follows is compulsory for everyone:

- Keep the workplace tidy, by removing waste and unused materials.
- Notify to the supervisor any anomalous or dangerous situation observed.
- Stop works in the case of severe and immediate hazard.
- Everybody has the duty to correct or restore a hazardous condition or action.

3.11 Management of Change (MoC)

CTR has a documented Management of Change (MoC) process that is part of its HSSE-MS,

Any significant changes to the current project HSE management system shall be communicated to the interested parties (which include also both Subcontractors and CPY) before the change comes into effect.

Any significant changes of work instructions and safety procedures require an HSSE assessment aimed at the mitigation of risks and at the definition of the adequate control measures.

The MoC process is also outlined in the corporate procedures PRO-HSE-05.

3.12 Unplanned Events

In case of an unplanned may cause a significant risk for persons, assets and environment, the persons in charge shall suspend works, secure the area, and notify the Emergency Coordinator to proceed according to the established procedures.

4 SIMOPS risk management with Subcontractors

4.1 Works Schedule

Before to start works, it is issued a Works Schedule that lists all the different working phases, the relevant assumed durations, and the possible simultaneous execution.

Any updates of the program, required by one or more subcontractors or stemming from technical needs of the construction, will always be assessed and, if necessary, this document will be update.

4.2 Daily Progress/Coordination Meeting

OM, with the support of the HSE, chair a daily progress/coordination meeting with subcontractors and/or BTE representatives.

Topics of the meeting shall also include:

- Performed works during the day and next activities to be performed during the coming days.

- HSE findings analysis (from inspections or other records).
- Forecasted overlapping activities.
- Ranking priority of subcontractors
- Residual SIMOPs risk analysis
- Any STOP HSE Observation Card issued.

The minute of the meetings are transmitted to PMT and subcontractors.

The report shall also be sent to BTE highlighting those activities that may cause interference on their areas.

In case of unplanned SIMOPs risk or uncertain situations, activities shall be suspended and assessed by the OM, with the help of HSE, supervisors and subcontractors. Activities shall be resumed by OM only when the necessary control measures are in place and works can be carried out safely.

The safety measures to reduce and control SIMOPs risks reported in the minutes of the coordination meetings, will integrate those stated in this document.

5 COMMUNICATION & MEETINGS

Good communication is an essential requirement towards maintaining good HSE standards on the project and shall always be maintained.

CTR will maintain procedures to ensure that CTR's and SUBCONTRACTORS' personnel can report observation for improvements of HSE to management. Project personnel will be encouraged to report anomalies and suggestion.

CTR PMT promotes and support the reporting of any observation of an act or condition believed "unsafe" for the health, personal safety, and environment. Whoever witnesses an "unsafe" act or behaviour has the duty to report to the project HSSE staff who will request immediate actions and start the investigation process.

CTR will implement and incentive scheme for worker to promote and reward the reporting of unsafe situation and suggestion for safety improvement.

To overcome language barrier CTR shall ensure that key personnel (e.g., supervisor foreman, team leaders) are able to communicate both with PMT and workforce. Key personnel shall address, during the meeting with the workforce, the relevant HSE which may not be understood.

All work instructions, including HSE controls, shall be documented. Signage shall be appropriate to the risk and shall be in a medium understood by all.

Additionally, following meetings shall be conducted periodically, and documented, to ensure good awareness and understanding by all personnel involved in the project.

5.1 HSE Kick-Off Meeting with Subcontractor

HSE KICK-OFF MEETING with Subcontractors shall be scheduled before starting specific activities to be carried out to ensure the understanding of the safety provision transmitted during the tendering and contracting phase

The PHSEM, the CM and Subcontractor shall take attend the kick off meeting.

5.2 Pre-Shift Toolbox Meetings

At the beginning of the work shift or before critic work controlled by PtW, a toolbox meeting is held by the Supervisor with workforce at the work site.

This meeting promotes and develops a sense of safety awareness among the work team, and it is the time for a two-way communication aimed at the last-minute assessment of the risks the control measures in place for the works.

Any raised concern shall trig the review of the risk assessment.

5.3 Stand Down HSE Meetings

These meetings may be initiated by any of the management or supervision involved with the project, to discuss particular HSE issues, and will involve whole teams or everybody on the project. It shall generally be conducted at the worksite. Both the CTR and the CPY PMT may request a safety stand down if deemed

appropriate. The stand-down must be agreed in collaboration with the CTR Area Manager or the CTR supervisor.

5.4 HSE meetings with CPY

Meetings shall be hold on weekly/monthly basis to analyse the performance, criticalities and discuss future activity to be performed at yard.

6 SITE INDUCTION

All personnel coming at BUSS Terminal Eemshaven shall be inducted on HSE control measure in-force at worksite before to access the worksite. See also par. 3.4.1

Site induction: https://buss.explainsafe.nl/eng

CTR and SCTR involved personnel will be also inducted by ROS about their activities at BTE.

7 PROJECT, SITE AUDIT & INSPECTION

Verification is achieved through monitoring, inspection, and audit to check compliance with defined process, procedures, standards, and targets. Audit and inspection schedules are maintained and records of findings from inspections and audits area collected, collated, and reported. All actions are maintained on the action tracking file. Audits will be monitored, recorded, and reviewed to ascertain HSE compliances.

7.1 Monitoring

All project supervisor and managers are required to monitor the areas under their control as well as performance and activities of subordinates to ensure that acceptable standards are maintained.

When monitoring is carried out reference should be made to the relevant HSE procedures, the contents of the risk assessments reports and any other relevant information.

7.2 Inspections

The Project Manager shall ensure that all levels of supervision and Project HSE personnel take part in regular HSE Inspections of the work areas. All findings shall be tracked and reported to the project management.

The Inspections could include:

- Periodical (Daily and weekly) HSE Inspection "Walk Around" with topic for focus agreed in the weekly HSE meetings.
- Pre-use inspection of machineries.
- Inspection of premises/sites, plant and equipment by supervisors, maintenance staff or a joint team of management, HSE officers and other employees to ensure continued operation of hardware controls.

- Inspections and examinations carried out by external organizations as legally required arrangements for the preventive maintenance of plant and equipment, e.g. Lifting equipment, scaffolds etc.
- Conducting job hazard assessments and analysis will be conducted as required.
- Management site visits

7.3 Non-Conformities Management

Nonconformities detected in HSE Systems may enter two types:

1. System-related nonconformities.
2. Operational nonconformities.

The Non-conformity Report shall be used to document both system-related nonconformity and operational nonconformity.

Operational NC are classified into four levels whose higher value indicates the higher importance and severity:

Level 1 *Hazardous Situation (HS):* an unsafe act or condition, where no incident or event has happened. HS may also be classified as Safe Life violation or standard breach. Such condition may be recorded as an HSE Non-conformity in a form defined in the corporate module MOD-HSE-56 and handled either immediately or according to what stated in the non-conformity report.

Level 2 *Near Miss (NM):* an event of lucky escape or potential accident and/or injury. Such condition shall be recorded as an HSE Non-conformity in a form defined in the corporate module MOD-HSE-56 and handled either immediately or according to what stated in the non-conformity report.

Level 3 *Incident* It accounts for an event, which has not caused damage to people but only to material goods. Such condition shall be recorded as an HSE Non-conformity in a form defined in the corporate module MOD-HSE-56 and handled according to the Accident Investigation methods.

Level 4 *Injury* It accounts for an event causing damage to one or more people. Such condition shall be recorded as an HSE Non-conformity in a form defined in the corporate module MOD-HSE-56 and handled according to the Accident Investigation methods.

Near Miss and incidents are managed in conjunction with corporate procedure Rif. Nr. IDL-HSE-02

8 EMERGENCY PREPAREDNESS AND RESPONSE

CTR have in place a site-specific emergency response plans and arrangements to cover all potential emergency scenarios. Emergencies may be limited to individuals or smaller groups of personnel or may require mass response.

Emergency plan identify:

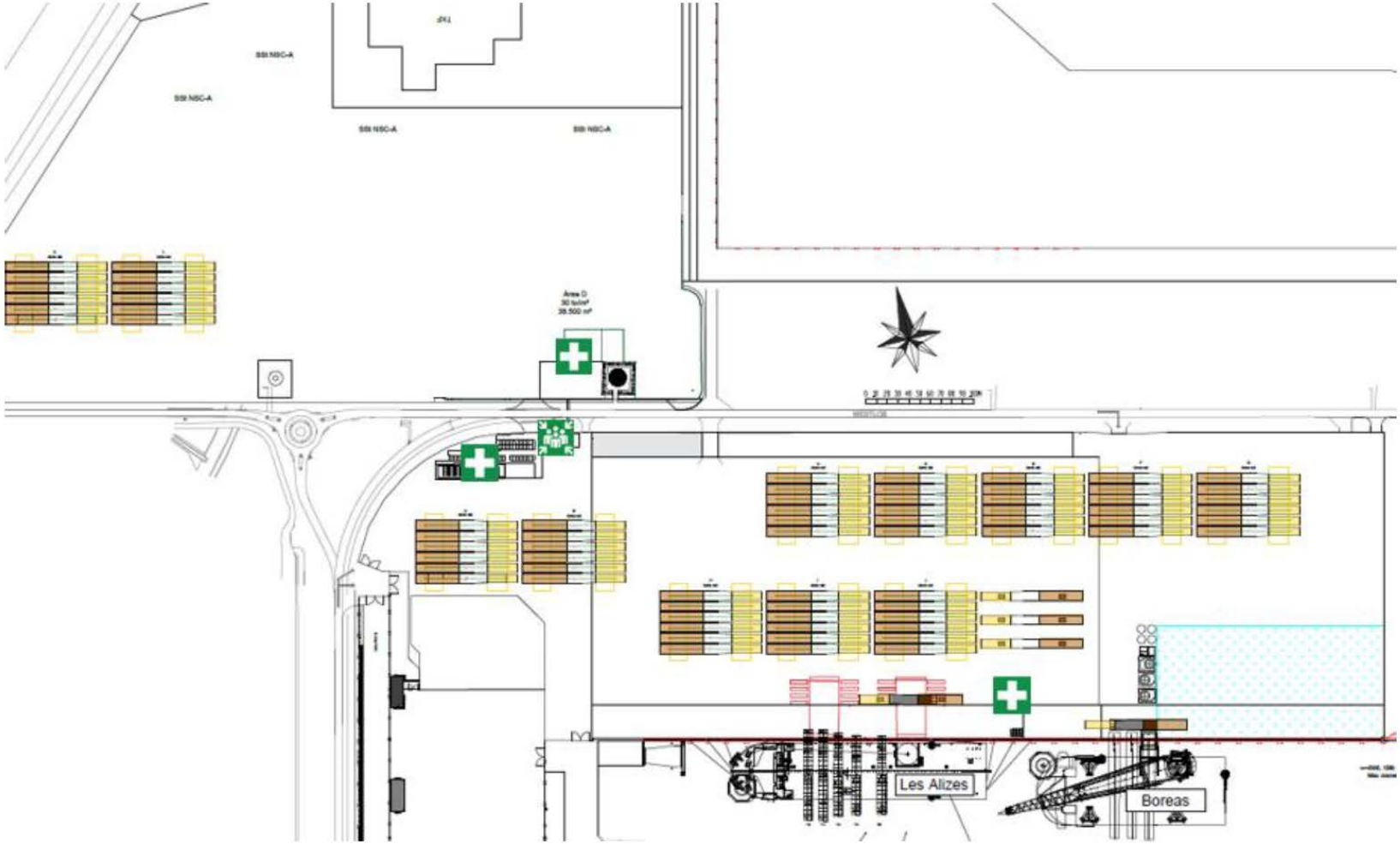
- Emergency response duties;
- Lines of command and communication;
- Emergency scenarios;
- Response plan to follow and follow-up;
- Emergency Equipment.

Emergency scenario and response procedures to apply at Eemshaven are outlined in the Appendix I.

9 Attachments

Attachment I. BTE worksite layout
Attachment II. Rosetti Marino Permit to Work

9.1 Attachment I - BTE worksite



9.2 Attachment II – Rosetti Marino Permit to Work

ROSETTI MARINO SPA	**PERMESSO DI LAVORO** ***Work Permit***	MOD-HSE-19 Rev. 2025-00 PdL N°: *PtW n°*

PROGETTO: *Project*	COMMESSA: *Job*	CLIENTE: *Client*	DATA: *Date*
SOCIETA' ESECUTRICE *Performing Company*		RICHIEDENTE: *Applicant*	
IL LAVORO VIENE SVOLTO IN *Work is performed at*		AREA DI LAVORO: *Work Area*	
PERMESSO RILASCIATO PER *Work Permit Issued for:*		Certificato Isolamento associato: *related ICC:*	Numero dipersone coinvolte: *Number of persons involved*

DESCRIZIONE DEL LAVORO:
Activity Description

RISCHI CONNESSI CON L'ATTIVITA' - *Hazards*	ISTRUZIONI DI SICUREZZA – *Safety Instructions*

Documenti di supporto / *Supporting documents*

☐ JSA:	☐ PRO TECN/*Techn. procedure:*	☐ SCHEDE SICUREZZA/*SDS*	☐ ALTRO/*Other:*

MISURE PREVENTIVE – *Preventive Measures*

☐ PRESIDI ANTINCENDIO *Firefighting Facilities* ☐ PRESIDI SANITARI *Medical First Aid Facilities* ☐ PRESIDI DI SALVATAGGIO *Rescue Facilities*	☐ SEGNALETICA *Signals* ☐ DPI *PPE* ☐ GUARDIA AI FUOCHI *Fire Watcher*	☐ BONIFICA *Drainage* ☐ VENTILAZIONE *Ventilation* ☐ MONITORAGGIO GAS *Atmosphere Monitoring*	☐ DISENERGIZZAZIONE *Electrical Isolation* ☐ ISOLAMENTO MECCANICO *Mechanical Isolation* ☐ ASSISTENZA *Watchman*

ANNOTAZIONI SUI CONTROLLI PREVENTIVI
Notes on Preventive Checks

RESP. ATTIVITÀ *Person in charge of work*	FIRMA DELL'ADDETTO SPP *HSE Officer*	RESP.IMPIANTO (CEI 11-27) *Comm. Manager*	RESP. DI AREA *Area Manager*
Data *date* firma *sign*	Data *date* firma *sign:*	Data *date* firma *sign*	Data *date* firma *sign*

QUESTO PERMESSO SARA' SOSPESO IMMEDIATAMENTE QUALORA I REQUISITI DI SICUREZZA NON VENGANO SODDISFATTI. UNA COPIA DEL PRESENTE PERMESSO DEVE ESSERE CONSEGNATA AL PERSONALE ESECUTORE DEL LAVORO.
This permit will be immediately suspended if safety requirements are not met. A copy of this permit shall be given to personnel carrying out work.

CONTROLLO DELL'AREA DI LAVORO PRIMA DELL'INIZIO DEL LAVORO (da effettuare lo stesso giorno prima dell'inizio del lavoro) – Ho verificato questo permesso di lavoro e la sua implementazione nell'area di lavoro. Tutte le precauzioni e misure preventive richieste sono state correttamente implementate e sono ora presenti.
CHECK THE WORK AREA BEFORE STARTING THE WORK (to be carried out the same day before starting work) – I have carried out a check of this permit and its application at the work site. All precautions and requirements have been addressed and are now in place.

FIRMA RESP. ATTIVITÀ / *Signature of the Person in charge of the work:* FIRMA RESP. AREA (o suo incaricato) / *Signature of the Area Manager (or his delegated):*

Data – *Date:* _____ Firma – *Sign:* _____ Data – *Date:* _____ Firma – *Sign:* _____

DATA *Date*	PRIMO TURNO / *First Shift*					SECONDO TURNO /*Second Shift*				
	RESP. ATTIVITÀ *Person in Charge of Work*	REP IMPIANTO(CEI 11-27) *Comm. Manager*	RESP. AREA (o suo incaricato) *Area Manager (or delegated)* **ultima firma approvativa** ***final approval signature***	ORARIO / *Time* DA/*From*	 A/*To*	RESP. ATTIVITÀ *Person in Charge of Work*	REP IMPIANTO(CEI 11-27) *Comm. Manager*	RESP. AREA (o suo incaricato) *Area Manager (or delegated)* **ultima firma approvativa** ***final approval signature***	ORARIO / *Time* DA/*From*	 A/*To*

☐ MONITORAGGIO CONTINUO
Continuous Monitoring
☐ MONITORAGGIO PERIODICO
Periodic Monitoring
IL CONTROLLO INIZIALE E' OBBLIGATORIO ANCHE IN CASO DI MONITORAGGIO CONTINUO / *The Entry Gas Test is mandatory also in case of continuous monitoring*

FREQUENZA *Frequency*	DATA *Date*	ORARIO *Time*	ESPLOSIVO *Explosive*	CO	OSSIGENO *Oxygen*	NOME *Name*	FIRMA *Signature*
CONTROLLO INIZIALE *Entry Gas Test*							
NUOVO CONTROLLO *Re-Check*							
NUOVO CONTROLLO *Re-Check*							
NUOVO CONTROLLO *Re-Check*							
NUOVO CONTROLLO *Re-Check*							
NUOVO CONTROLLO *Re-Check*							
NUOVO CONTROLLO *Re-Check*							

Note di chiusura / *closure notes:*
☐ IL LAVORO SOPRA CITATO E' STATO ESEGUITO IN SICUREZZA,
Above mentioned activities have been safety completed
☐ LA ZONA DI LAVORO E' STATA RIPULITA, LE ATTREZZATURE SONO IN SICUREZZA,
the work area cleaned, equipment in safety condition
☐ GLI UTENSILI ED I DISPOSITIVI DI PROTEZIONE UTILIZZATI SONO STATI RIMOSSI
tools and protections used have been removed.

☐ NON CI SITUAZIONI DI PERICOLO NELLA ZONA DI LAVORO
no hazards in the work area
☐ SI SEGNALO LE SEGUENTI CONDIZIONI DI PERICOLO
I report the following Hazards:
_____
_____

DATA CHIUSURA LAVORO ***Work Completion Date***	RESPONSABILE ATTIVITA' ***The person in charge of the work***	IL RESPONSABILE DI AREA ***Area Manager***

02

10 Appendices

10.1 Appendix I – Emergency Response Plan

Base Load Power Hub (BLPH)

Appendix I

Eemshaven Emergency Response Plan

Document Number: 123A90-PML-QHSE-PL-00128

Document Class: 1

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Rev.	Date	Description	Prepared	Reviewed	Approved

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1 DOCUMENT PURPOSE

This document supplies all information required to identify, estimate and manage potential emergencies such as fires, injuries and other significant consequences which may take place.

It estimates hazards and the risks of unplanned accidents, helping ensure a systematic response to the emergency situations which may occur and taking the proper measures required for their safe management.

The purpose is to identify the main references in an emergency event, the actions which the designated persons must take, their responsibilities and the emergency communication channels.

1.1 References

Doc. No.	Description
123A90-PML-QHSE-PL-00128	HSSE Plan - Onshore scope in Buss Terminal Eemshaven
123A90-PML-QHSE-RE-00129	HIRA Load In
--	BTE Project HSE Plan
--	BUSS Emergency Response Plan 03/03/2025

1.2 Abbreviation & Definitions

ERT	Emergency Response Team
ERP	Emergency Response Plan
SP	Safety Plan
PHSEM	Project HSE Manager
PM	Project Manager
RA	Rescue area
RCR	Rescue coordination area
BESS	Battery Energy Storage System
BTE	BUSS Terminal Eemshaven
BLPH	Base Load Power Hub

For this document, the words and expressions listed below shall have the meaning assigned to them as follows:

Danger:	Intrinsic property or quality of a certain entity, with the potential to cause damage.
Dangerous situation:	Any situation in which a person or the environment is exposed to one or more dangers.
Risk:	Combination of probabilities and of severity of possible lesions or damages to health in a dangerous situation.
Magnitude:	This term indicates the extension and the severeness of an event.
Critical event:	Any phenomenon of natural, technological or human origin, extraordinary in character and not planned or desired.

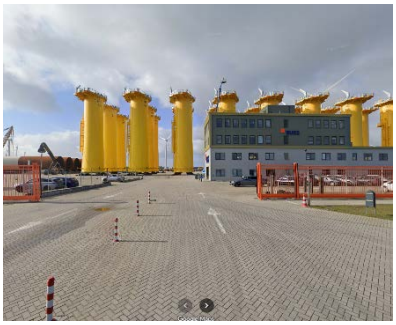
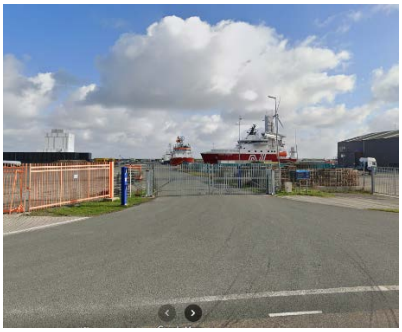
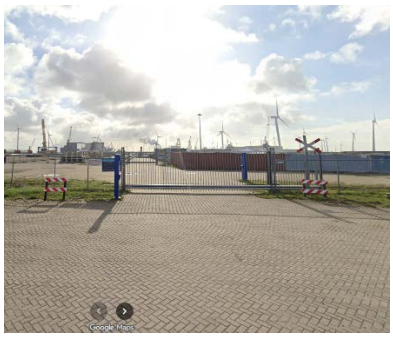
Crisis status:	Any situation deriving from a critical event originated within or outside the production plants, which generates a loss of control (even if only temporarily) of the ordinary state.
Emergency status:	Extraordinary status declared after acknowledging a crisis.
Emergency scenario:	The overall situation in which the critical event takes place; the analysis and the evaluation of the scenario should include the existing situation, the causes behind it, the situation in the surroundings, the potential development and the available resources for controlling and solving the crisis.
Emergency management system:	The combination of infrastructures, equipment, human resources, procedures and means of communication which make up an integrated organizational structure with the purpose of managing the control and the solving of a crisis.
Firefighting equipment:	All fixed, mobile or portable devices intended to be used to prevent, protect and guarantee initial intervention in case of fire; this term therefore includes almost all active or passive devices for the protection of persons or objects from the risk of fire.
First aid equipment:	All items intended to be used to guarantee first intervention on injured persons (infirmary, mobile or fixed first-aid kits etc).
Life-saving equipment:	All items intended to be used to face an emergency of man overboard.
Environmental intervention equipment:	All items the company has set aside to face an event which may cause environmental damage (e.g. oil spills at sea).
Evacuation devices:	All items set aside to ensure safe evacuation in case of emergency (escape routs, safe rooms, safety lighting, safety signs etc).
Damage assessment:	Determining the effects of the critical event on human, environmental and material resources.
Consequence analysis:	An analysis carried out by ROSETTI MARINO S.p.A. to evaluate the losses resulting from a critical event.

2 SITE OVERVIEW

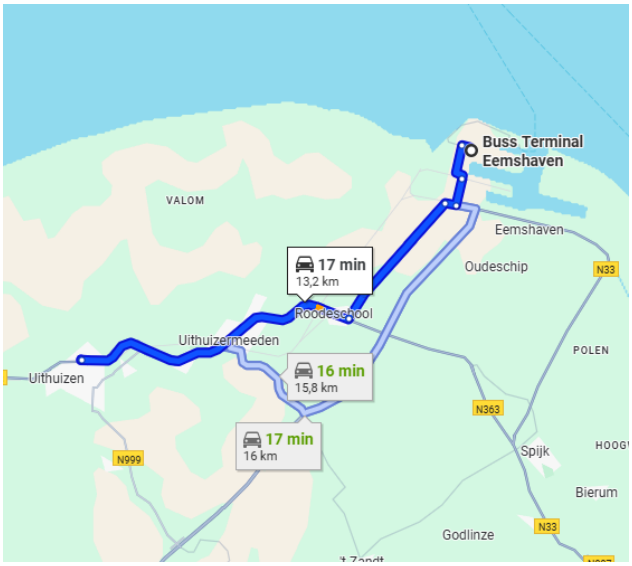
2.1 Site location and access

Site Address	Buss Terminal Eemshaven B.V. Westlob 10 9979 XJ Eemshaven, The Netherlands.



		
(1) Main access to BTE	**(2)** Access to Beatrixhaven quay	**(3)** Access to BLPH

2.2 Closest Fire Station

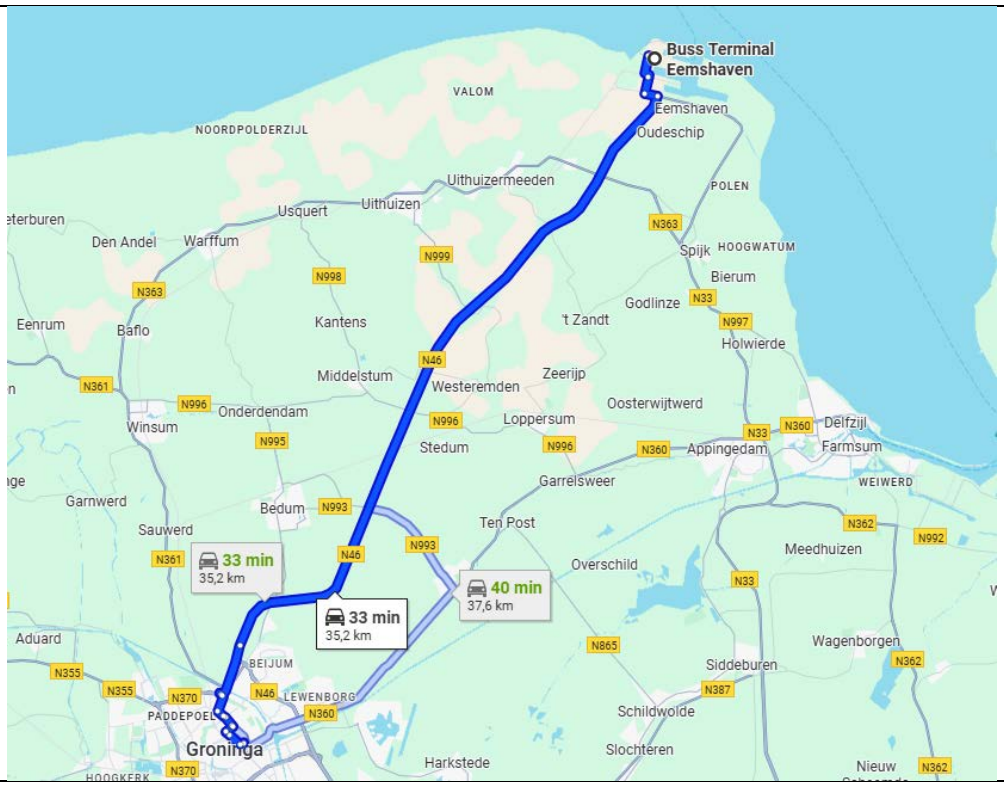


Fire Station Uithuizen (Approx. 14 Km)
Industrieweg 1A, 9981 HJ Uithuizen, Netherlands



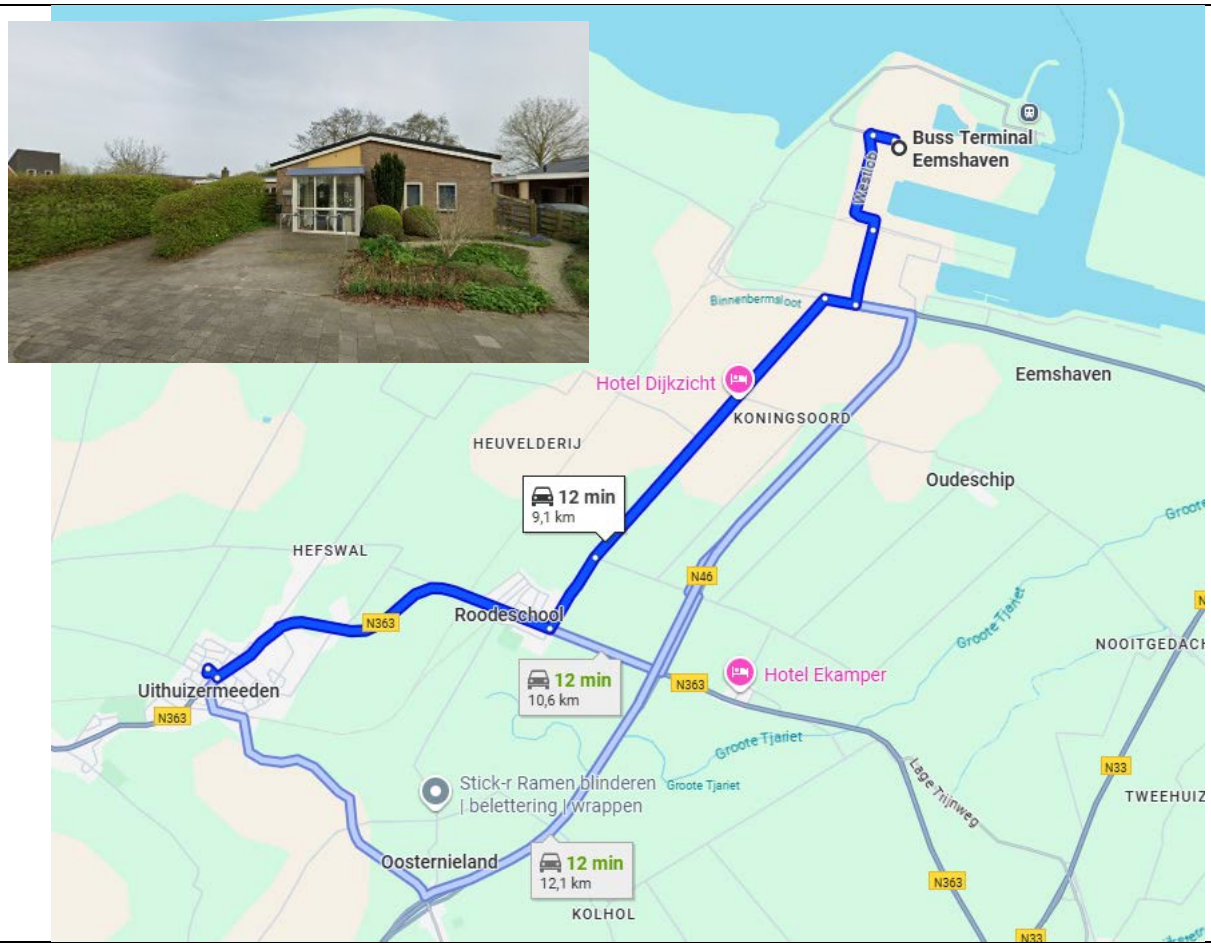
Fire Station Bierum (Approx. 13 Km)
Spijksterweg 5, 9906 PA Bierum, Netherlands

2.3 Closest Hospital



University Medical Center Groningen (Approx. 35 Km; 33 min by car)
Hanzeplein 1, 9713 GZ Groningen, Paesi Bassi
Phone +31503616161

2.4 Closest General Practitioner



Meijster Huisarts (Approx. 10 Km; 12 min by car)
Vlasakker 1, 9982 HG Uithuizermeeden, Netherlands
Phone +31595412316

3 EMERGENCY PREPAREDNESS

3.1 Emergency Roles and Responsibilities

Emergency Coordinator *(See **Attachment IV – Site Emergency Contacts**)*

- Directing and coordinating all internal operations related to the emergency, and, if necessary, coordinating internal and external rescue operations.
- Prepare all equipment needed for emergency communication (cell phones, VHF radios etc);
- Prepare rescue equipment and identify suitable transit and escape routes, keeping them clear and functional.

Emergency teams

These first-intervention teams are defined within each work team, in accordance with the current laws in force:

- First aid team;
- Firefighting team;
- Environmental intervention team;

They are in charge of:

- Carry out the first intervention with the emergency equipment;
- Work with external rescuers.

3.2 Emergency Situations

An emergency is often a consequence of sudden multiple events which cannot easily be predicted; the most accurate risk assessment will inevitably omit a few cases which may potentially lead to an emergency situation.

Some typical examples of situations caused by an emergency are:

Accidental death: Any accidental death caused by work or associated to workers' operations. This may include accidental deaths following events such as, but not limited to, accidents involving means of transportation, fires and civil insurrections.

Accidents with medical emergency: May include heart conditions, accidents and social incidents, among others.

Fires and explosions: A fire or explosion involving vehicles, equipment or buildings. It can also be generated by electrical short circuit or by thermal runaway in BESS.

Security-related incidents: Incidents such as kidnappings, encounters with criminals, thieves and contexts in which the use of force is to be expected when an employee is involved. This can depend on the circumstances which require Emergency Response Actions. Safety conditions whose reports worsen over time may also require emergency response actions to prevent potential dire consequences.

Spills/leaks: Leaks that have an actual or potential negative impact on the environment. These may quickly deteriorate public relations with local entities, with likely negative effects on operations or personnel.

3.3 Classification of Emergency

Based on the study of the location, the activities carried out in them, conditions in the adjacent areas, historical data and information available in literature, risk analysis do not take into consideration a few absolutely unlikely events (the crash of an aircraft, public turmoil etc), but will consider the following probable scenarios, classified in three main categories, according to their origins:

1. Natural
2. Technological
3. Human

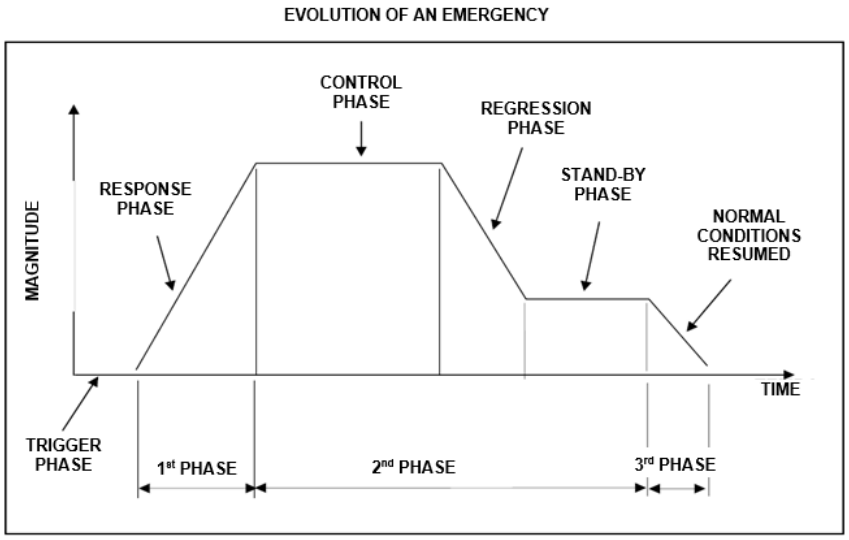
NATURAL EVENTS	**Possible**
1. Adverse weather conditions (strong wind, storms, whirlwinds, lightning, flooding, damage caused by water in general...)	**X**
2. Heavy snow	
3. Earthquakes	
TECHNOLOGICAL EVENTS	
4. Collapsing building	
5. Shipwreck	
6. Fires (on land, on a platform, on ships)	**X**
7. Gas leaks (on land, on a platform and on a vessel)	
8. Explosions (on land, on a platform and on a vessel)	
9. Spilling of hazardous substances (in water, on land and in underground reservoirs)	**X**
10. Radioactivity and leaking of toxic substances	
11. Power black-out	**X**
HUMAN EVENTS	
12. Medical emergency (accident or fainting)	**X**
13. Man overboard	**X**
14. Public turmoil (robbery and acts of violence, presence of an explosive device, terrorist threat)	
15. Accidents involving vehicles (false maneuver of an operating machine or another vehicle due to human error, aircraft crash)	
16. Accidents at sea (false maneuver of a vessel due to human error or temperature failure)	
17. Night work without Rosetti personnel	

These events may originate either inside or outside each single plant (even affecting the plant as an influence area), and the response procedures are described in the emergency sheets (See par. 4).

3.4 Development of an Emergency State

The graph below represents the typical evolution of an emergency state, regardless of its cause.

The shorter the response time, the smaller, in general, is the size of the event and the time required to solve the problem and return to normality.



As can be observed in the graph, a critical event normally evolves through three phases, regardless of the type of emergency and the location in which it takes place, and the following actions should be taken:

TRIGGER PHASE – The emergency is detected

i) Whoever identifies an emergency situation must immediately report to the person in charge.

1st PHASE: Receiving the alarm – Preparing help

i) The person in charge:
   - Goes to the area of the event;
   - Makes an initial analysis of the event and, if necessary, informs the emergency coordinator.

ii) The person in charge/the emergency coordinator, after analyzing and evaluating the scenario, decides whether to:
   - request the intervention of internal rescue squads and use the radio to inform the emergency teams manager;
   - request external help, and ask the person in charge of the PBX and roll call to do it;
   - order a local or general evacuation.

2nd PHASE: Emergency in progress

i) The person in charge/the emergency coordinator monitors the area and, if requested, prepares for receiving external help and then coordinates internal and external rescue operations;
ii) Activates the procedures;
iii) If necessary, the emergency coordinator orders a local or general evacuation.

3rd PHASE: Post-emergency – returning to normal conditions

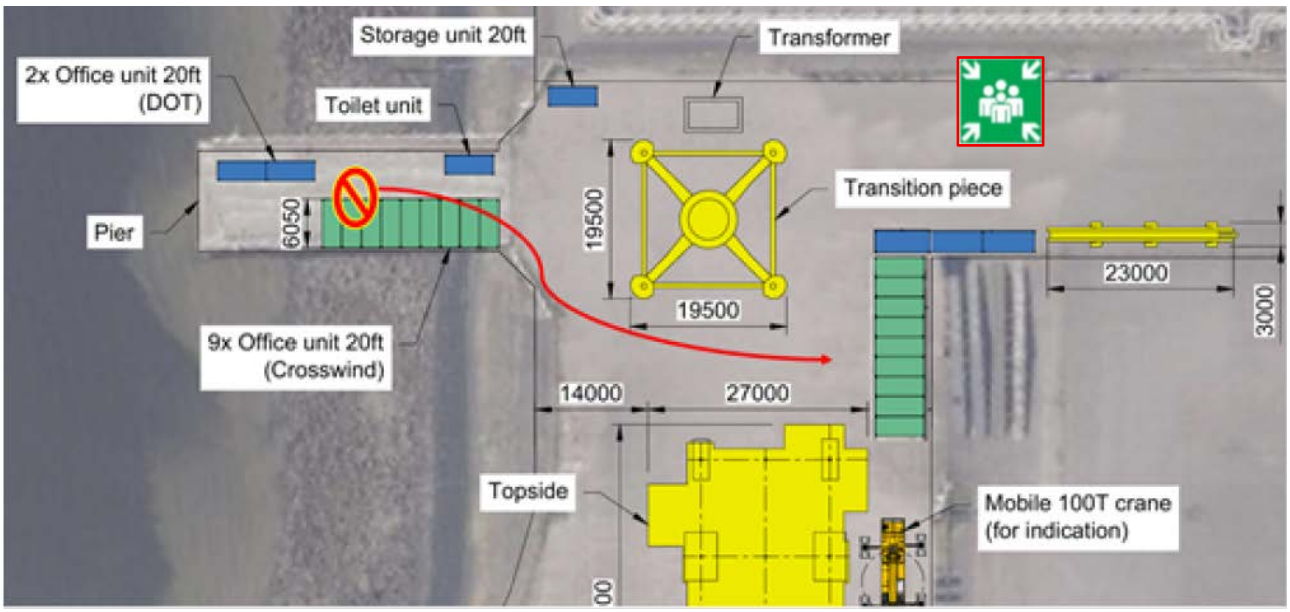
i) Damages are assessed and losses are evaluated;
ii) Emergency interventions are carried out to return the building to its original safety and operational conditions;
iii) The previously evacuated people are once again admitted in the building and normal activities are resumed.

3.5 Alarms and evacuation

The alarm on BLPH is raised with the sounding of air horns.

- FIRE Continuous air horn (2 Minutes)
- ABANDON Continuous air horn (2 Minutes)

On the sounding of either alarm, all personnel will evacuate the work site and assemble at the dedicated "TEMPORARY BLPH MUSTER POINT.'



The muster checker will be ascertained by the CTR HSE who will inform the Security and the Client representative.

In case of missing personnel, a search operation, under the direction of BUSS Security will commence until they are located.

3.6 Emergency Drills

To ensure an adequate emergency response, emergency simulation drills shall be carried out on regular basis. It is essential to perform drills, so that all personnel become familiar with emergency response, escape routes, and their respective duties in an emergency.

All drills will be registered into reports which shall contain at least the following information:

- Drill scenario
- Start time of the drill
- Timeline of ERT response
- End time of the drill
- General comments and notes for improvement. Action shall be tracked and followed up.

Emergency Drill Plan	
Drill description	Date
BESS Thermal runaway, testing emergency communications (ROS + BUSS + CW)	TBD

3.7 Emergency Equipment

CTR has available the following emergency equipment, provided by BUSS into an emergency container, required for the management of the following emergency situations:

- First firefighting intervention;
- First aid;
- Man overboard;
- First environmental intervention;

The equipment for initial firefighting intervention consists of:

- 6kg powder extinguishers;
- 5kg carbon dioxide extinguishers;
- Fire extinguishers on BLPH.

The first aid equipment includes:

- First-aid kits;
- Field stretcher.

The life-saving devices include:

- Lifebuoy;
- floating devices for rescue operators with whistle;
- rescue ladder;
- AED.

The environmental intervention kit consists of:

- floating bulkhead;
- oil-absorbing bulkhead;
- acid-resistant gloves;
- goggles;
- oil absorbing powder.



Figure 1 Emergency Container

4 EMERGENCY RESPONSE PROCEDURES

This section contains the main instructions for the members of the rescue/emergency team, regarding the emergency cases described in section 3.3 of this ERP.

The basic operative instructions have been summarized in schemes for easier use by the ERT.

The operative instructions, under the direct responsibility of the Emergency Coordinator, may be in contrast with the information contained in the schemes below, in order to face specific situations in the best possible manner.

Each sheet (scenario) contains the following information:

- Event
- Main related risks
- Basic characteristics of the meeting point
- Emergency procedure
- References to related operative procedures and/or instructions
- Phone numbers for help (**External emergency services – Fire brigade, Ambulance – will always be contacted by BUSS security**)

4.1 Emergency Evacuation

In case it is declared partial or total evacuation of the office building or yard:

- Keep calm.
- Interrupt whatever you are doing and keep your workstation safe (put off any flames, close any container of hazardous substances, cut off utilities).
- Follow the instructions given by the BUSS Emergency Teams.
- Evacuate the area in an orderly manner, facilitating access to emergency vehicles; not fall in the critical area until the explicit permission of the Coordinator of Emergency.
- Take only your documents and personal belongings.
- Do not obstacle the exits or the movement of other people or any emergency operators.
- Walk to the meeting point, following the paths indicated by signage and listed in the "Safety Plan"; possible, always choose the shortest path.
- Do not smoke, do not use open flame.
- Do not use cell phones or VHF equipment unless expressly authorized to do so.
- Warn the emergency management personnel about any problems with your workstation (cylinders left open, hazardous substances not properly stored etc).
- Do not take initiatives
- Move cautiously, testing well the floors and stairs.
- Move away from windows, mirrors, windows, lamps, shelves, tools and electrical equipment, paying attention to falling objects.

Communication of the State of Emergency
SEE Attachment V - Emergency Communication Flow

4.2 Local emergency

In the event of any accidental LOCALIZED event (accident, fall of person in water, fire), activate EMERGENCY as indicated in the Attachment V - Emergency Communication Flow.

Emergency team (and Emergency Coordinator)

- Quickly reach the event point
- Consider the scene and the magnitude of the event.
- In case of presence of people injured activate the emergency medical care.
- If necessary, immediately alert the **BUSS Security**. Communicate information in a precise and concise way; Avoid comments or personal considerations.
- Keep calm among the people present in order to avoid the onset of widespread panic.
- Intervene with the resources available to meet emergency and require the collaboration of other members of the Emergency Teams.
- Remove all unnecessary persons from the place of the event.
- Collaborate with external rescuers.
- Decide for local evacuation, as in EMERGENCY EVACUATION.

Emergency Coordinator

- Identify all persons and the movable and immovable assets potentially at risk.
- Ask BTE Maintenance assistance regarding the safety of installations and buildings.
- Direct and coordinate all internal operations related to the emergency.
- Collaborate with external emergency teams by providing means and internal resources (top-intervention).
- Maintain way and transit access free.
- Prevent the entry of vehicles other than those of the rescuers and the public authorities.
- Maintain control of the bounded areas allowing access to authorized personnel only as subsequently be defined.
- At the end of the state of emergency, check for damage and assess their losses.

4.3 Adverse Weather Conditions

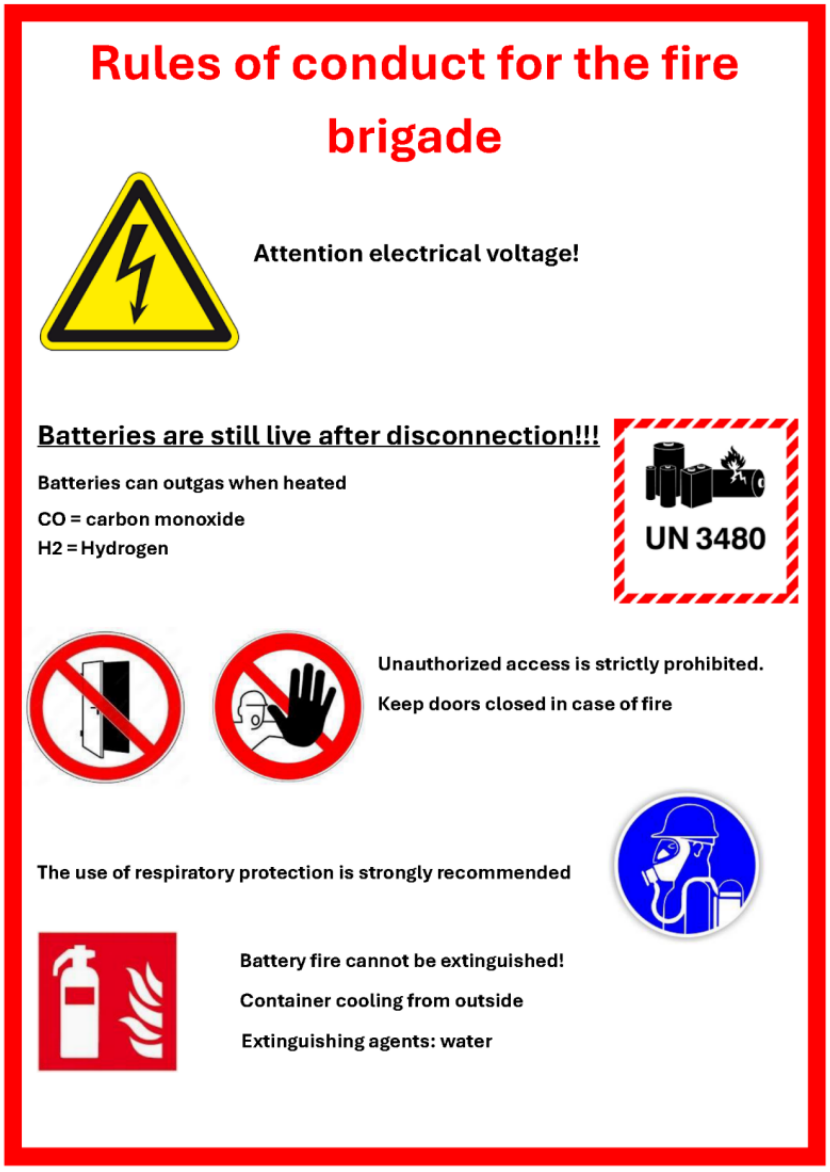
Situation	
In the event of strong wind, storms, lightning, the following Procedures must be observed:	
Main related risks in case of:	
Adverse weather (strong winds, storms)	*Lightning*
• *Hypothermia* • *Traumas (lesions and fractures)*	• *Shock* • *Electrocution* • *Burns*
The following additional procedures must be followed in the event of **strong winds, storms**	
• Stop work and return to the site office container or BUSS building. • Make sure all boats and ships are moored and lash any structure which might present precarious stability in case of strong winds. • Clear the work areas of all unnecessary material. Place all tools, equipment and service vehicles in a protected area. • Once the weather emergency is over, carefully examine the area to assess any damages caused to work equipment, site clearing work etc. • Make sure that all ground and high structures are free from damage and have no unstable parts.	
The following additional procedures must be followed in the event of **lightning bolts**	
• Stop work and return to the site office container or BUSS building. • Keep people away from water or wet or damp places; send them to a dry, covered place. Do not allow anyone to use showers or toilets. • Move all people away from power cables, suspended cables, any significantly high structure or any unprotected metal mass. • Immediately help anyone hit by a lightning bolt; do not be afraid that they may retain electric charge on their bodies. People hit by lightning may present severe burns due to the passage of the current, in the entrance point as well as in the discharge point; perform CPR if necessary. • Take people to a closed space and keep them away from open doors and windows and from metal structures in general. • Whenever it is not possible to place people in a sheltered area, have them kneel on the floor, face down and hugging their knees (safety position); do not let anyone stand or lay down. • Unplug electrical equipment; turn off the air conditioning.	
Emergency phone numbers	
ROS HSE (Emergency Coordinator): **+39 335 122 5148**	
BUSS Security: **+31 611 766 805**	BUSS QHSE: +31 627 208 618

4.4 Fire

Situation
Outbreak of fire in the site office, on the barge or on BLPH. If the fire cannot be quickly controlled, or if it is not dangerous enough to spread, then the following procedure must be followed to fight it.
Main related risks
• Burns • Suffocation • Intoxication
Characteristics of the meeting point
• Open, upwind, protected
Procedure
<u>Emergency team (and Emergency Coordinator)</u> • Identify the origin of the fire; assess the extension of the fire and the likely evolution in relation to the presence of combustible, oxidizing, and weather conditions. • Evacuate the area in an ordered manner, so that all people not directly involved in the initial intervention are away from the problem area; help people walk away in orderly fashion, so as to allow the approach of emergency vehicles. • If the circumstances allow, move all flammable substances from the area, cut off electric installations from the general switchboard and the gas line. Cut off the various utilities on board (in case of fire on the vessels) and the quay (LPG, fuel, electricity, etc..). • Never put your life at risk. Always remain between the fire and the nearest escape route. • Within the limits of the available resources, limit the propagation of heat and smoke in the surrounding areas. • Forbid the transit of people and vehicles in risky areas. • Limit the area to avoid the entrance of other people, even after the fire has been completely extinguished. • Move upwind and start the fire extinction with fire extinguisher • Open the door carefully to ensure that the spaces are not engulfed by flames, check if the top of the door is hot; not open the door, or if there are no alternatives, carefully open it to the down position. • In the case of the possible presence of explosive atmospheres, prepare to face the possibility of explosion. • Monitor any spills of fuels in water. • In case of fire near a pressure tank or containing hazardous substances keep the shell of the tank cool by splashing it with water, from a protected position, until help arrives. • If you get it off the fire, do not leave the place of the event, in order to intervene promptly in case of re-ignition. **<u>All personnel</u>** • In the presence of smoke walking bent at the level of the floor, the air is more breathable; may protect the airway with a wet handkerchief.
Emergency phone numbers
ROS HSE (Emergency Coordinator): **+39 335 122 5148**
BUSS Security: **+31 611 766 805** / BUSS QHSE: +31 627 208 618
Fire Brigade: **112**

4.5 BESS Thermal Runaway

Situation
Outbreak of fire within the BESS caused by lithium cell batteries on thermal runaway. BESS container overheating, smoke coming out of BESS container.
Main related risks
• Burns • Suffocation • Intoxication • Electrocution
Characteristics of the meeting point
• Open, upwind, protected
Procedure
Emergency Coordinator • Call the Security office to request the intervention of fire brigade. **All personnel** • Stop work and evacuate BLPH, proceed to BLPH muster point and wait for instructions. • DO NOT open BESS container door. **Instructions for Fire Brigade** • Only start active measures in the event of visible flame development outside the energy storage unit • Do not enter any electrolyte cloud that may form in the external area • Do not open BESS container doors • Wait at least 48 hours before starting firefighting measures inside the container. First open the access door and wait another 2 h. →



Emergency phone numbers	
ROS HSE (Emergency Coordinator): **+39 335 122 5148**	
BUSS Security: **+31 611 766 805**	BUSS QHSE: +31 627 208 618
Fire Brigade: **112**	

4.6 Medical Emergency

Situation	
Situations in which people are injured or feel unexpectedly unwell may request first aid procedures. These may be provided by medical or specialized personnel, or otherwise by non-medical personnel trained in these situations, while waiting for an ambulance and specialized doctors. The first few minutes after an accident are crucial in a medical emergency.	
Main related risks	
• Cuts, burns • Suspension trauma. • Fall from heights/fall flat. • Electrocution.	• Sickness / Illness • Heart attack • Stroke

Procedure

<u>Emergency team (and Emergency Coordinator)</u>

- Assess scene hazards / risks / own safety
- Stop machines/processes and /or switch off electricity
- Follow Evacuation / Rescue Plan as required - consider if you have to move the casualty to a safer location. In cases of electrocution, DO NOT touch the casualty until power is switched off.

ASSESS WHETHER YOU NEED TO RAISE THE ALARM BEFORE ADMINISTERING FIRST AID

- Raise the alarm by calling **BUSS Security**.
- Provide aid to the victim, bringing with him the first aid kit, in order to support the monitoring of vital functions.
- Protect the injured person against further hazards.
- Keep the crowd away.
- If spinal fracture and/or other bone fractures are suspected, DO NOT move the injured person, unless the environment in which the victim is, has any danger that could aggravate the situation, without personnel endangering their safety. In all other cases, assistance is required without moving the victim.
- In case of wounds or bleeding, use sterile gauze to press the wound. Do not make a tourniquet at the base of limbs.
- If necessary, help the injured person by loosing his/her clothes and placing him/her in a safety position.
- Do not give drinks of any kind.
- If necessary, provide for the cardio-respiratory resuscitation should be present experienced staff, even with the use of the defibrillator.

- For non-emergency medical assistance call first a General Practitioner or take the casualty to the nearest Hospital by car.

Emergency phone numbers	
ROS HSE (Emergency Coordinator): **+39 335 122 5148**	
BUSS Security: **+31 611 766 805**	BUSS QHSE: +31 627 208 618
Ambulance: **112**	

4.7 Man Overboard

Situation	
"Man overboard" describes any situation in which a person falls at sea from a ships or barge, or from the quay. **If a man overboard event happens on the tug FORT, the vessel ERP will apply.**	
Main related risks	
• Panic • Drowning	• Traumas (lesions and fractures) • Hypothermia
Procedure	
<u>Emergency team (and Emergency Coordinator)</u> • Stop Work Immediately and notify others in immediate vicinity • Throw a lifebuoy as near to the person in the water as possible and organize the recovery • On scene person must maintain constant visual with casualty and point to location. DO NOT enter the water to attempt rescue. • Call BUSS Security and request for Coast Guard	
Emergency phone numbers	
• BUSS Security: **+31 611 766 805**	• BUSS QHSE: +31 627 208 618
• KNRM (Search and Rescue): **112** or **+31 88 958 4040**	

4.8 Substance Spill/Leak on Land or Water

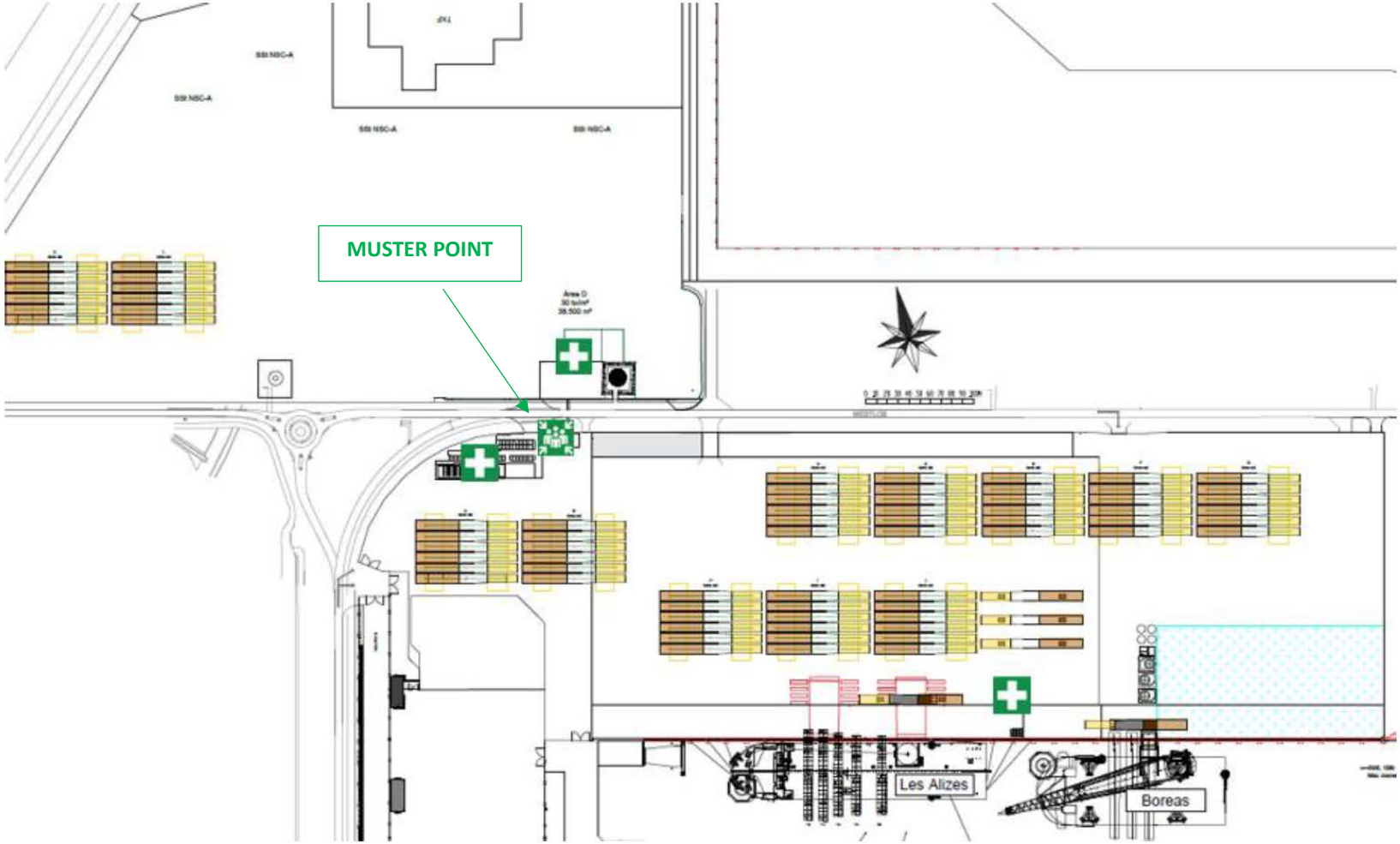
Situation
Spilling of polluting substances during work activities, on the barge, quay or BLPH
Main related risks
• Intoxication by fumes • Inhalation/Skin contact irritation • Contamination of soil or harbour water
Procedure
<u>Emergency team (and Emergency Coordinator)</u> • Ordering the interruption of all hot operations and all supplying or transferring of fuel (if any) or any other operation which may present potential risk of spilling. • Limit the spill by using barriers or any other resource available in the spill kit. • Interrupting the leak at its source or containing the spill. • Using the Material Safety Data Sheet to identify the by-products of reactions which occur when the original conditions change (fires, vaporization, reactions with metals etc). • If necessary, according to the size of the spill or when in doubt, immediately contact **BUSS Security** to request external. • In case of marine pollution coming from the Tug, the TUG ERP and MARPOL will be activated.

All non-emergency personnel	
• If only a small amount of oil or chemical substance has been spilled, consider a simple cleaning operation. If that is not possible due to unfavorable weather conditions or rough sea, then communicate the state of emergency • Do not touch or move the contaminated and damaged containers or the spilled material. • Do not smoke, use flames, generate sparks, start electric or explosion engines or use electric appliances.	
Emergency phone numbers	
ROS HSE (Emergency Coordinator): **+39 335 122 5148**	
BUSS Security: **+31 611 766 805**	BUSS QHSE: +31 627 208 618

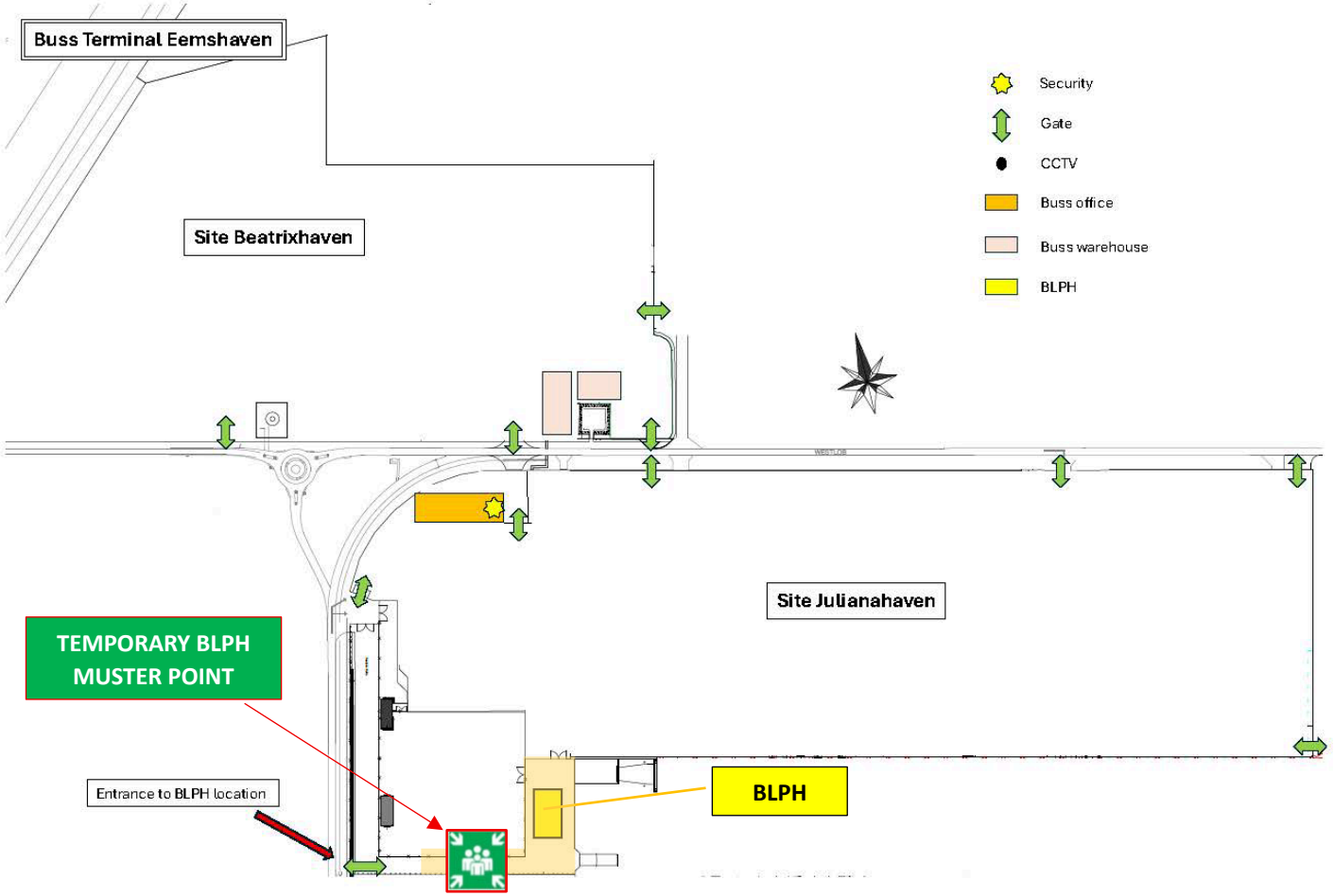
5 Attachments

I. BTE Worksite
II. BLPH Worksite
III. BTE Emergency Procedure
IV. Emergency Contacts
V. Emergency Communications Flow

5.1 Attachment I - BTE worksite



5.2 Attachment II - BLPH worksite



5.3 Attachment III - BTE Emergency Procedure

Alarm procedure

Contact Emergency Response Team

Call	Security	+31 611 76 68 05
	Reception	+31 596 516 330
	QHSE	+31 627 208 618

If no answer, call 1-1-2

Report the following information:

- Your name
- What has happened
- Where did it happen
- Your telephone number
- What kind of emergency service do you need

Company / address information:

Buss Terminal Eemshaven
Westlob 10
9979 XJ Eemshaven



Fire instructions:

- Direct persons to safety
- Close doors and windows (do not lock!)
- Turn off equipment
- Try to extinguish small fires
- Mind your safety



Evacuation instructions:

- Turn off equipment
- Follow instructions given by Emergency Response Team
- Leave the building and go to the assembly point
- Grant assistance where needed



Instructions for accidents involving injury:

- Report: name / location / type of injury / number of victims
- Don't leave a victim alone (but always mind your own safety!)
- Reassure the victim
- Do not give the victim anything to drink



Instructions for environmental incidents:

- Try to stop the leakage
- Mind your own safety
- Inform QHSE
- Report: the kind of spill and what type of product it concerns

5.4 Attachment IV – Site Emergency Contacts

Company	Position	Name	Phone
ROSETTI MARINO	**HSE / Emergency Coordinator**	**Daniele Ricci Picciloni**	**+39 335 122 5148**
	T&I Manager	Alessandro Balzarotti	+39 345 144 9272
	Project Manager	Massimiliano Brunelli	+39 334 614 3049
BUSS	**Security**	--	**+31 611 76 68 05**
	Reception	--	+31 596 516 330
	QHSE	--	+31 627 208 618
CROSSWIND	**Project Eng.**	**Jamie Mc Allister**	**+44 786 741 36 44**
	HSE Lead	Nicolas Le Brun	+33 6 21 21 74 66
	Project Manager	Dom Sznajder	+44 786 904 17 43
Tug FORT	**Master**	**capt. Marin Josip**	Tel: 00 386 51 390 950 Sat comm: +47 23 67 96 30

*Note: The first references to contact are in **bold***

FIRE BRIGADE – POLICE - AMBULANCE	112

Internal		
Position/dept.	**Radio**	**Phone**
Reception	☐	0596-516 330
Security/CRP	☒	06-11 76 68 05
Head of ERT	☐	06-27 20 86 18
ERT and first aiders	☒	Via CRP
Managing Director	☐	06-28 25 45 52
Operations Manager	☐	06-20 50 83 05
QHSE Manager	☐	06-27 20 86 18

External relief organization		
Autority	**Urgent**	**Non urgent**
Fire Brigade	112	050-367 4000
Police	112	0900–8844
Ambulance	112	050 317 6330
UMCG (Hospital)	050-36 16 161	
General practitioners	0900–9229	
Foundation Salvage	0570–783 040	
MK Basics (Arbo Service)	050-521 8888	

Official authorities		
Name authority	**Contact**	**Phone number**
Omgevingsdienst Groningen	24/7 service	050-318 0000
Groningen Seaports	Service number	0596-640 400
Port coordination center	general	0596-640 477
Reporting point Labour Inspectorate	general	0800–5151

Neighboring companies		
Holland Malt	Westlob 4	0499-428 201
EcoFuels	Westlob 6	0596 519 100
Wagenborg Stevedoring	Eemshornweg 1-3	0596-636 911
Vopak Terminal Eemshaven	Ranselgatweg 2	010-400 2911

5.5 Attachment V - Emergency Communication Flow

